

April 1958 NINEPENCE

Holiday Number

6256

THE

MOTOR CYCLE

FREE
Road Maps
& Touring
Guide

Based on the Ordnance Survey map with the Sanction of the Controller of H.M. Stationery Office. Crown Copyright reserved.

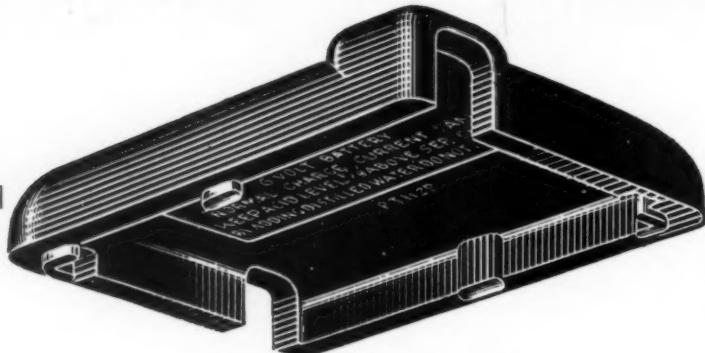
MAY 6 1958



1
TRIUMPH ENGINEERING CO., LTD.,
Meriden Works, Allesley, Coventry

TRIUMPH
Twenty-one

Wherever you choose to go, Triumph's performance makes the journey doubly enjoyable. Send for details of the elegant "Twenty-One" and other models in the Triumph range.



Silver Exide

MOTOR CYCLE BATTERIES

You
cannot
buy
a better
battery



Camping Equipment

Camp on Convenient Credit Terms

The Marble Arch Way
Send for Proposal Form

2 HUGE COMPREHENSIVE CAMPING EXHIBITIONS

Admission Free!

South East London
At Camberwell Green

284-302, CAMBERWELL RD., S.E.5.
And at 113-115, EDGWARE RD., LONDON, W.2.

9/6 down and
6 monthly payments
of 9/6 each
buys goods
worth £25.
(Larger amounts
pro-rata).

MARBLE ARCH
MOTOR SUPPLIES

West End
At Edgware
R.d.,
W.2.

RODNEY 2181
PAD 6695



WHY DREAM
about future camping delights when

MARBLE ARCH

can make them a reality now! Whatever you want, from tents to drinking cups, we have the best. See the tent YOU would like, erected and equipped with all the latest camping accessories; and for any order totalling £25 or more, our Easy Terms are available. Call, write or phone any of our branches for.

FREE CATALOGUE
And further information.

CAMTORS

TRADE MARK

Famous
Names
in the
Camping
World

Full particulars of all
these can be obtained
from our Catalogue.
Send 3d. stamp for
your copy.

Tent

ITSA MARK II
SOLITE
NOOK
ALPINE
GRASMERE
SEN OR
FAMILY

Sheet in Dog's

POPULAR
CLUB
VIKING
DUO
ARCTIC
EVEREST

Head Office and Factory :
1/2 Hardwick Street, London, E.C.1
Showrooms :
51 Cannon Street, London, E.C.4

These super fine sleeping bags are made from strong ex-Govt. water repellent material, filled pure "LINTA FELT" B.S.I. standard. Quilted & fitted 10" zip fastener on one side, 6'1" long x 2'6" wide. Limited supplies.
ALSO—Feather filled quilt 6'3" x 2'6" covered proofed cambic. Blue, Green, Gold 39/- each.
Postage 1/1d. extra.

FREE 24-page CAMPING CATALOGUE
of Tents, Rucksacks, Camp Beds, etc.
or send 3d. for super Catalogue 52-pages.

PINDISPORTS Mail Order Dept. (MC)
65 Newington Causeway, London, S.E.1.
Shops at : 51 Lodges Hill, London,
S.E.4. 573 Uxbridge Rd., Acton,
W.3. G.I.F. 3796. 402a 8641.

Postage 1/1d. extra. 3 or more Post Free
8-8 Brighton Rd., S. Croydon,
Surrey CR0 2BZ.



Quality WHITE DUCK ARMY PATROL TENTS WITH FLY-SHEET SENT FOR 15/- DEPOSIT
Bal. payable 15 monthly payments 2/3/-
Tent Price £9.19.6
Fly-Sheet £2 extra

Camping de luxe at long last. More than an ordinary tent. Splendid weather-proof material. Lounge accommodates 6ft. table and 4 chairs, has detachable door with window and blind. Sleeping base accommodation 10ft. x 6ft. approx. Height 6ft. Canvas communication doors. Medium weight, light and easily transportable. Sent for 39/-. Balance payable by 10 monthly payments of 37/6. Cash price £18.15. Carr. 7/9. FREE LINTON TENTS.

2 ROOM BUNGALOW Tent
BY THE SEA
Sent for
39/-
CASH PRICE £18.18.0

St. 9ft. long, 6ft. wide, 6ft. high, 3ft. walls approx. Genuine proofed white duck. Brand new. 100% waterproofed by inclusion of the weather-proofed White Duck Fly-sheet at 22/- ex. Ready for speedy erection complete with all poles, including ridge pole, pegs, etc., and carrying valise. Cash price £11.19.6 complete, only fraction of original cost. Carr. 7/9. Send 15/- bal. 12 monthly payments 20/8.

**HALF PRICE OFFER!
"Matahari"
FOLDING
CAMP BEDS**
CASH PRICE 37/-
MAKES CAMPING HOLIDAYS A JOY!
BRAND NEW. These famous lightweight, tremendously strong beds fold to practically nothing in size for dead-easy transport. Full 6ft. length and normal width. These camp beds represent the lowest camping bargain ever. Half price of other types. Made of lightweight rustless sprung steel. Lasts for years, and is ideal as occasional bed for visitors. Makes up like divan. Cash 37/6, post 3/-, 3 or more post free.

**PURE WOOL RED CROSS
SLEEPING BAGS**
Brand new
Govt. stock
zipped full
length one side,
especially zipped across chest, around hood,
and along bottom, so that bag is flat
when packed. Must have cost £4 to make.
Comfortable to an amazing degree. Offered at
a cost of less than the wool content! Money
back guarantee. 18/11, post 3/1. Folds up
neatly for transportation. Full length and
width, accommodation any size person.

HEADQUARTER and GENERAL SUPPLIES LTD.
(Dept. MC/95), 196/200 Goldharbour Lane, Loughborough Junction, London, S.E.5
Open all day Saturday, 1 p.m. Wednesday.
Callers welcomed

SEND FOR THIS NEW 72-PAGE CATALOGUE FREE & POST FREE



Choose your tent and equipment now and be sure you get "UNIFORM" brand —famous for nearly a century for reliability and value. Send for our new 72-page catalogue free, together with name of your nearest dealer. It shows tents of all sizes, including several in full colour, and every item of camp equipment.

J. LANGDON & SONS, LTD.
Dept. 6, DUKE STREET, LIVERPOOL, 1

THE WEST OF ENGLAND CAMPING SPECIALISTS

JOSEPH BRYANT Ltd
95 OLD MARKET STREET

TEL 2-4026 BRISTOL 2 PO BOX 111

Stockists of tents and equipment by leading makers including—

**BUKTA • UNIFORM • BLACKS • PTC
MAKERS OF 'POULARD' TENTS & AWNINGS**

Manufacturers of fine quality cordage and canvas goods for nearly 250 years

17 APRIL 1958

THE MOTOR CYCLE

**TENTS ON EASY TERMS—OVER 500 IN STOCK**

FOLDING TABLE
Best quality Beechwood. Table top 23in. x 18in. Height 26in. **21/-**. Post & Pkg. 3/-. Wooden Folding Stools to match 6/- each. Post 2/-.
CASH PRICE **£7.12.6**



P. & C. MAJOR TENT
CASH PRICE **£7.12.6**



New Ex-Go PARAFFIN STOVES
Flame adjuster, 10in. ring. Boil kettle of water in 5 min. In container 9½ x 8in. With Spares **25/-**. Post & Pkg. 2/-.

Type	Length	Width	Height	Walls	Cash Price	Deposit	6 Monthly Payments
Mosquito	8' 0"	4' 0"	3' 0"	—	35/-	—	—
Lightweight	8' 0"	4' 0"	3' 0"	8"	56/-	—	—
Popular	7' 0"	8' 0"	5' 0"	3' 0"	£5.17.6	14/-	10.4
Major	8' 0"	8' 0"	5' 0"	1' 0"	£7.12.6	18/-	25.1
Overlander	7' 0"	8' 0"	8' 0"	3' 0"	£10.17.6	27.1/-	35.8
Homestead	10' 0"	8' 0"	8' 0"	3' 0"	£11.12.6	29/-	38.7
Burnaby	10' 0"	8' 0"	7' 0"	3' 0"	£24.10/-	61/-	80.7
Ideo	8' 0"	8' 0"	6' 0"	—	£22.10/-	56.2	73.10

NEW MACHETES**NEW EX-GOV'T. SLEEPING BAGS**

In strong sheath. 17in. steel blade, riveted through 5in. handle. Post & Pkg. 1/8.

7/6



The last word in comfort. Blue 70in. x 30in. **53/-**. P. & F. 1/6.
Double Air Bed, 78in. x 60in. **£8.3/-**. Post & Pkg. 2/6. Inflator 9/6.

SEND NOW FOR NEW ILLUSTRATED CAMPING CATALOGUE
All goods despatched "By Return" Post on Approval against Cash or C.O.D. Order by Post or Phone and Pay on Delivery.

PRIDE & CLARKE Ltd.

BRI 6251 158, STOCKWELL RD., LONDON, S.W.9 Hours 9-6 Wed 1 p.m.

**The
BLEUET**



Burns Butane Gas

No danger, smells or priming

Like a gas ring

Turn it on and off at will



Stove 54/6 Complete with cartridge. Spare cartridge 1/10 each. First introduced last year the famous **BLEUET STOVE** burns Butane Gas from throw away cartridges. The cartridge clips to the base of stove and burner, is screwed down piercing a hole, stove can then be lit, extinguished and refit at will. Ideal for picnics.

For details of larger models write to:

The Pneumatic Tent Co. Ltd.
(Dept. B.2.), South Street, Dorking, Surrey.

Telephone: Dorking 4622

All P.T.C. Goods are available through Scout & camp shops and all branches of Halfords.

**STOVE**

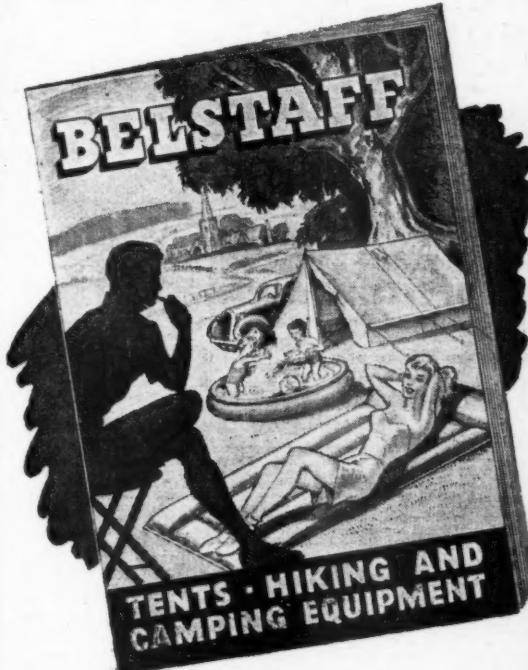
Boils a pint of water in a few minutes

Cartridge lasts about one hour

Ideal for Picnics

Cartridges available everywhere

**EVERYTHING
FOR THE
HIKER and
CAMPER
IN THE LATEST
BELSTAFF
CATALOGUE**



★ WRITE FOR YOUR FREE COPY OR INSIST ON YOUR SUPPLIER SHOWING YOU ONE

BELSTAFF

MANUFACTURING CO. LTD
LONGTON • STOKE-ON-TRENT



Camping Equipment

Slocombes

SUPER CAMPING DISPLAY

SEE THE LATEST
"IGLOO PNEUMATIC"
DISPLAYED FULLY
EQUIPPED.

YOU WILL FIND
EVERYTHING FOR
YOUR CAMPING
HOLIDAY HERE

OPEN 9-6.30



Slocombes

FOR ALL TYPES OF
MOTOR CYCLE AND
SCOOTER PANNIER
EQUIPMENT
"GAZ" STOCKISTS
GROUND SHEETS
POLYTHENE BOTTLES
COOKING UTENSILS
LILOS AND BEDS
STOOLS AND TABLES
KETTLES AND FLASKS
IN FACT EVERYTHING
FOR THE CAMPER

THURS. 1 O'CLOCK

— 239, 241, 243, 247, 251, 253, 269, 271, NEASDEN LANE, N.W.10 Phone GLA 3355 (20 lines and ext.)

DREAM HOLIDAYS

FOR NO MORE THAN THE COST OF GETTING THERE!

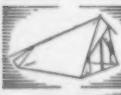
No more hotel or guest house bills! Go where you like—when you like—with your own



Tour-Master TENT

YOU CAN AFFORD A HOLIDAY THIS YEAR.

With a guaranteed Tour-Master tent, you or the whole family go where you like... when you like... at home or abroad **for only the cost of getting there!** You're as secure, cosy and comfortable as you can be. And when you're not sleeping in it, you can get everything you need—**HOW**—and enjoy a wonderful holiday THIS YEAR. Our free booklet describes the magnificent range of Tour-Master tents (from 39/- to £23) supplied direct from factory to your home, gives dimensions, photos, easy terms, valuable camping hints, etc. Send for your free copy TODAY!



— FREE! POST NOW 

Please send me a copy of your new, fully illustrated catalogue—FREE!
(Write if you prefer not to cut page)

NAME _____

ADDRESS _____

Tour-Master TENTS

REGISTERED MB/701, 29, Wright's Lane, London, W.8

TOUR-MASTER IS THE GUARANTEED TENT—WITH A NAME

PRIMUS

REGD. TRADE MARK SWEDEN

The stove Dr. Fuchs relied on

Stoves and lightweight outfits for all rides—weekend or touring. **ALWAYS LOOK FOR THE NAME ON THE TANK** to ensure satisfaction. Obtainable from Ironmongers and Sports Shops. Full details from Sole agents:

CONDRL LTD.,
67-73 WORSHIP ST., LONDON, E.C.2.



A Terry Fry CARRIER FOR CAMPING AND TOURING



FOR MOTOR CYCLES.
Individually designed to fit
most swinging arm machines **37/6**

FOR SCOOTERS,
Carriers available for
BELLA, LAMBRETTA,
VESPA and DIANA.
FROM 58/6

Trade enquiries to:
TERRY FRY LTD.
HAMPTON, MIDDX.

Armadrake

"sets the seal"

ON WEATHER
PROTECTION!



Permaseal
THE NEW IMPENETRABLE
SEAM WELDING
*GUARANTEED against leakage

ARMADRAKES in PVC

Models tailored in heavy duty fleece-bonded PVC with exclusive Permasealed seams.

Guaranteed against leakage.

IRON DUKE (Mark II) 2-piece SUIT	£6.10.0
(De-luxe model with luxurious quilted lining).....	£9. 5.0
IRONGARD COAT	£6.17.6

Valve Springs...

effect on performance

Engine speeds

Engine speeds in excess of 5,000 r.p.m. are common in modern motor cycles. At this speed a valve opens and closes approximately 2,500 times a minute. The opening is caused by the action of the cam, but the closing is controlled *solely* by the valve spring.

Valve Temperature

The average temperature of an exhaust valve head is approximately 700°C.; of an inlet valve head, approximately 250°C. High temperatures combined with high revs. require that valve springs are made of top-grade steel capable of retaining its elastic properties.

Maximum engine revs. are controlled by the force exerted by the spring when the valve is fully open

Valve Bounce

At high revs., a slightly weak spring will permit valve bounce. This allows the exhaust gases to escape on the power stroke, and lowers efficiency. If a spring overheats it may take on a set—i.e. become shortened in length. This reduces the force

exerted by the spring and so permits valve bounce at lower revs. This will in turn increase overheating, burn out the exhaust valves, and compression will be lost at all engine speeds. Thus poor performance, high petrol consumption can be caused by weak or worn valve springs.

Hot exhaust gases escaping



Badly burnt exhaust valve



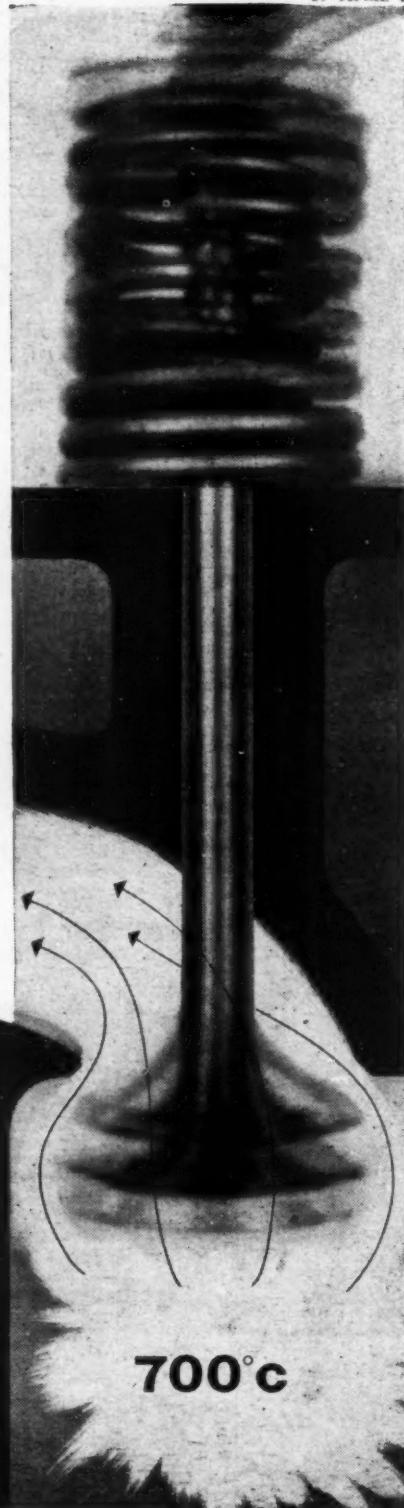
For performance and petrol economy, valve springs need to be replaced regularly—always, as a matter of routine, when decoking. It is in your own interest to fit Terrys, the most efficient and reliable valve springs made.

TERRYS AERO VALVE SPRINGS

The experts' choice

HERBERT TERRY AND SONS LIMITED, REDDITCH, ENGLAND

700°C



17 APRIL 1958

THE MOTOR CYCLE

Vespa

THE ONLY SCOOTER WITH 12 MONTHS GUARANTEE

A ♠



Vespa
WINS
ON VALUE

A ♥

ALL BRITISH
STANDARD 125 c.c. Model
£116.10.8d.
plus £3.16.10d. P.T.



A ♠

UNBEATABLE
GRAN SPORTS 150 c.c. Model
£156.3.11d.
plus £38.13.3d. P.T.



A ♠

12 reasons why Vespa
hold all the aces!

- 800 Service Agents throughout the country.
- Economy in repairs due to accessibility of moving parts.
- Reasonably priced spares.
- Reasonably priced accessories.
- Direct drive, no messy chains.
- Full sized battery for lighting.
- A model to suit everyone.
- Unrivalled Spares and Service.
- Maximum weather protection.
- Economy - 100 m.p.g. - less than 1d a mile.
- 100 Vespa Club branches.
- Attractive H.P. terms.

POST TODAY

Please send me FREE illustrated catalogues on the 1958 Vespa Range together with the name of my nearest dealer by return.

NAME

ADDRESS

DOUGLAS (SALES & SERVICE) LTD., KINGSWOOD 18, BRISTOL.

A ♣

ALL ITALIAN
CLUBMAN 150 c.c. Model
£133.1.3d.
plus £32.18.8d. P.T.



A ♣

DOUGLAS (SALES & SERVICE) LTD., KINGSWOOD, BRISTOL Division of Westinghouse Brake & Signal Co. Ltd. who employ some 15,000 Britishers

Make it a Vespa holiday . . .

DELIVERY FROM STOCK

BY ANY OF THESE DEALERS

The **Vespa** Specialists

G. D. BROWN
12 MEADROW
GODALMING, SURREY
Tel: 412

J. DAY (Chelmsford) LTD.
BROOMFIELD
Tel.: 233

MAIN **Vespa** DEALERS
SALES • SPARES • SERVICE

WITHERS
OF WEST NORWOOD LTD.
88 KNIGHT'S HILL, LONDON, S.E.27
Tel: Gipsy Hill 2766
14/18 BIRMINGHAM ROAD, OLDBURY,
BIRMINGHAM. Tel: Broadwell 2711 & 2143.

ROSS MOTORS LTD.
Vespa MAIN AGENTS
Sales & Service
REGENT STREET, HINCKLEY
LEICESTERSHIRE
PHONE: HINCKLEY 558

Pitcher's Garages Ltd.
RUGBY SCOOTER SPECIALISTS
For Your **Vespa**
Tel.: Rugby 2929

Bruce Lewin Ltd.
Vespa MAIN DEALERS
SALES • SERVICE • SPARES
17 Narborough Road, LEICESTER
Phone: 5280

CURRALLS GARAGES
High Street MARLOW, BUCKS
Vespa HIRE
SALES • SERVICE • SPARES
Phone: Marlow 600



FOR THE BEST AFTER SALES & SPARES SERVICE

ALL MODELS IN STOCK
E. S. MOTORS LTD.
315/325 HIGH RD., CHISWICK, W.4
Telephone : CHIswick 2246

G. & B. SCOOTERS

NORTH LONDON'S
PREMIER SCOOTER SPECIALISTS
For your New

STANDARD **Vespa** CLUBMAN
or G.S.

Immediate Delivery
After Sales Service
355 HIGH ROAD
WOOD GREEN, N.22
BOW 4561

in SHEFFIELD

FRANK B. ROPER
Vespa
is your **Vespa**
Dealer
154 - 168 LONDON ROAD
Tel.: 51011/2.

BEAUCHAMP MOTORS

FOR YOUR **Vespa**

All models in stock
SPARES • ACCESSORIES • REPAIRS
Specialists since 1950
71 WARWICK STREET
LEAMINGTON SPA
Tel: 480

JEMPSONS

(Prop.: Ken Hurrey)

Vespa
SOLE AGENTS
WITH GOOD SPARES
SERVICE FROM 3
BRANCHES
EASTBOURNE Tel. 756

W. H. COLLINS & SON

KENWYN MEWS
TRURO, CORNWALL
Vespa SALES, SERVICE
SPARES

Tel: Truro 2168

WESTS (LINCOLN) LIMITED

116 HIGH ST.
LINCOLN

Tel. 2126

GODFREYS LTD

for **Vespa** Sales & Service
All Depots
See Display advertisement

T. E. STONE

CENTRAL GARAGE

Chadsmoor, and Market Hall St., Cannock, Staffs.
Telephone: CANNOCK 2316

Vespa SERVICE - SPARES
SALES

Let Bill Lomas 1955-56 350cc.
World Champion supply you with
your new Vespa.

Works trained mechanics

BILL LOMAS (MOTORCYCLES) LTD
THE BRIDGE, MILFORD, NR. DERBY

JIM WHALLEY LIMITED

For your Douglas Vespa Scooter
Spares & Service assured
196 CHELTENHAM ROAD,
BRISTOL 6. Phone 44510

958
ERS
S ARES
6
ON
CE
TED
D
vice
ts
t, Staffs.
RES
50cc.
with
anics
LTD
ERBY
TED
ooter
d
DAD,
4510

17 APRIL 1958

THE MOTOR CYCLE

9

Make it a Vespa holiday . . .

DELIVERY FROM STOCK

BY ANY OF THESE DEALERS

BLACKNELL MOTORS LTD.



Vespa "Clubman" with

BLACKNELL "Queen B"
Price £183.15.3 Pur. Tax £45.9.8

DEPOTS AT:

87-89-139-301 NOTTINGHAM
Arkwright St. Phone : 82077

108 DERBY
Osmaston Rd. Phone : 47247

I7 NEWARK
North Gate Phone : 2657

Vespa in Yorkshire
means

D. & B. MOTORS

230 MANNINGHAM LANE, BRADFORD 41397
147 LEEDS ROAD, BRADFORD 22211
252-4 HUNSLER ROAD, LEEDS 77750

TERMS • EXCHANGES • DRIVING TUITION
over £3,000 in spares
TRY OUR C.O.D. SERVICE

PERCY READ

MAIN **Vespa** DEALER

- ★ Immediate Delivery of any Model from Stock.
- ★ Attractive H.P. Terms.
- ★ Part Exchanges.
- ★ Comprehensive Spares Stock.
- ★ Free Driving Tuition.

14 HIGH STREET, WANSTEAD
E.11. Tel.: WANstead 2506

MAIN AGENTS IN HERTFORDSHIRE

WATERS

Hatfield Hertford Baldock Welwyn Garden City

Tel.: 2255

Tel.: 3044

Tel.: 3166

Tel.: 5033

COWIES
OF SUNDERLAND

Your **Vespa** Distributors

All Models in stock for
IMMEDIATE DELIVERY
THE SCOOTER SPECIALISTS

MILLFIELD SUNDERLAND

Tel. 74491

Branches at NEWCASTLE, STOCKTON,
& DURHAM.

You cannot purchase a famous Douglas Vespa
scooter from the Factory at Kingswood Bristol;
but you can from

BARTON MOTORS, BATH

(only 11 miles from the factory).
With first class after sales service. Part ex-
changes, H.P. terms.

Phone Bath 4616.

YOUR MAIN DISTRIBUTOR
FOR TAUNTON AREA

IS

STANLEY SHIRE
38 EAST REACH
TAUNTON
Tel: 2378

Vespa SPECIALISTS

R. U. HOLOWAY & SON
52 Stallard Street
TROWBRIDGE Phone
3088

16 High Street
CORSHAM Phone
3306

Sales and Service
Full Range of Spares
always in stock

Moto Beljet.
NEWLAND NORTHAMPTON
Tel: 1257
Vespa Specialists

ROSS CYCLES & AUTOS LTD.

220 OLD KENT ROAD, S.E.1

Tel: RODney 7268

6 ROSS PARADE
WALLINGTON, SURREY
Tel: Wallington 6121

The **Vespa** Specialists

TOM COLES

Phone: Canonbury 4568

Branches—

149 UPPER STREET, N.1.

149 ESSEX ROAD, N.1.

96 BALLS POND ROAD, N.1.



ask to see

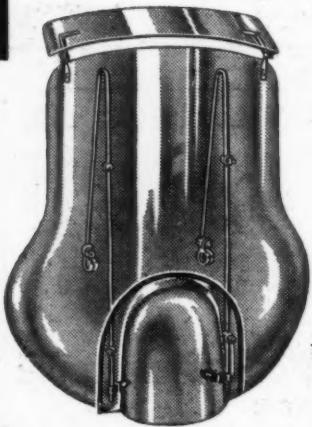


The Golden Peacock Models for
A.J.S., Matchless, B.S.A., Triumph,
Ariel, Enfield, Norton and
Velocette. Price £5.7.0.

**METAL & PLASTIC
COMPACTS LIMITED**

ARMOURY ROAD, BIRMINGHAM, 11

Phone: VIC 1068 and 2381 (20 lines) Grams: AMPECE, B'HAM



**ASK TO SEE M.P.C. AT
YOUR LOCAL DEALER.**



175cc. SPORTS MODEL
£199.19.6 inc. P.T.

175cc. "EXTRA" MODEL
£217.19.5 inc. P.T.

GILERA
'175'

ONE OF THE
WORLD'S GREAT
MOTORCYCLES

The Gilera '175' is built with all the technical skill and knowledge that has brought Gilera eight absolute world championships and an outstanding reputation for motor cycle quality. With its Continental styling, vivid acceleration, superb road-holding and safe, powerful brakes the '175' is the machine for those who want THE BEST. It needs only the minimum maintenance to keep it in tip-top condition to give really dependable, carefree riding.

See the new 175 'EXTRA'
with its superb
'ROSSA' finish

POST THIS COUPON NOW!

Please send, free, illustrated catalogue of
Gilera '175' and name and address of
nearest agent.

NAME

ADDRESS

MOTOR IMPORTS COMPANY LTD.

158 STOCKWELL ROAD, LONDON, S.W.9 Phone: BRISTOL 7807

*For A HOLIDAY
of THRILLS*

VISIT the

ISLE OF MAN



**T.T. RACES
JUNE 2, 4 & 6**

SOUTHERN 100

JULY 10

**MANX GRAND
PRIX**

SEPT. 9 & 11



Other events include:
Grand National Scramble, June 3;
Gymkhana, June 5; I.O.M.
International Motor Scooter
Rally, June 7-14; Two days Trial,
September 6 & 7.

FREE GUIDE Write to P. B. Kelly, Tourist Board,
Isle of Man (enclose 6d for postage).

17 APRIL 1958

THE MOTOR CYCLE

11

*** D. LEWIS LTD. FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING! *** FOR STYLE AND FIT IT'S 'AVIAKIT' ***

The "FALCON"LOOK A MILLION ON A PILLION
—even safer on a scooter!

So dry and warm—such a slim silhouette! This genuinely wind- and water-proof two-piece suit is snugly fitted throughout—without being bulky. Proves you can look attractive without getting cold and wet! Separate jacket—just right for sports events. Beautifully styled in jet black and two lovely colours—green and kingfisher. The smartest turnout you could buy. Sold separately: Jacket 59/-, Slacks 32/6.

COMPLETE 89/6
Sizes: Bust 34-38.
Inside leg 27-31.

**MAMBA Suit**

- ★ Medium weight "RAINSHEDDER" black P.V.C.
- ★ Completely stormproof.
- ★ Good 4-length jacket.
- ★ Trouser have adj. waist and ankles.

Sizes: 34 to 44 Chest,
29 to 34 inside leg.
Sold separately

JACKET	82	3	0
TROUSERS	61	9	6

The Suit £3.12.6
Complete for ladies—same price.

"AVIAKIT" P.V.C. REPAIR OUTFITS repair tears, rips, cuts and abrasions to your P.V.C. clothing at home. Price 3/9

CRUSADER

- ★ Guaranteed completely stormproof.
- ★ Fine quality close weave black gabardine.
- ★ Detachable winter-weight lining.
- ★ Fully cut, ample lengths.
- ★ Interlined throughout.

£7.15.0

Sizes: 34-44
Also for Ladies, 34,
36, 38 busts—same
price.

**BRONX Jacket**

- ★ KING OF THE HIGHWAY for looks and wind-resistant warmth!
- ★ Hand selected solid leathers.
- ★ Luxurious scarlet quilted lining.
- ★ Zipper pockets and cuffs.
- ★ Snap-back lapels.
- ★ Jet black.

£9.18.6

Sizes: Gents 34-44 chest.
Ladies: 34-38 bust.



ALL ORDERS POST FREE Important!
FOR PROMPT MAIL ORDER SERVICE PLEASE ADDRESS YOUR ORDERS TO Mr. G. Lewis, 124 Great Portland Street, London, W.1. FOR PERSONAL SHOPPERS: Open daily until 5.30 p.m. Closed 1 p.m. Thursdays. 6.30 p.m. Fridays. Personal callers welcomed. OPEN ALL DAY ON SATURDAYS UNTIL 5 P.M. Please state height & chest when ordering.

MIDLAND AGENT:

N. JONES, 19-20 Spiceal Street,
(Bull Ring), BIRMINGHAM Tel: Midland 3351

WITHOUT QUESTION!

WORLD'S FINEST RANGE of MOTOR CYCLE CLOTHING

* HUSKY, NOMAD, ROAMINAKIT, FALCON, MAMBA, STELLA and STELLETTE are made from exclusive "RAINSHEDDER" P.V.C. This material is the greatest step forward in the production of first-class waterproofs.

* GUARANTEED ABSOLUTELY STORMPROOF * NON-STICKY * NON-CRACKING * EASILY CLEANED WITH DAMP CLOTH * Don't confuse "RAINSHEDDER" with the thin plastic sheeting often offered.

Exclusive New Features**NOMAD MKII Suit**

- ★ Guaranteed completely Stormproof.
- ★ Extra strong RAINSHEDDER Black P.V.C.
- ★ Fleecy lined.
- ★ Provision for detachable linings throughout.

Sold separately:
JACKET 81/-
TROUSERS 52/6.

Complete Suit £6.9.6

Cut for LADIES in Blue, Green, Wine or Black—same price.

Add to the basic suit at your convenience for even greater warmth. Then optional extras easily obtained.

- ★ DETACHABLE quilted jacket lining 33/-
- ★ DETACHABLE quilted trouser lining 33/-

The "ATLANTIC"**UNLINED BOOTS**

Around town or out on the highway, these are the boots for YOU. Just great for style and tops for comfort. They're strong, light and made to take the kicks. In black grain leather. Height from ground approx. 10in. Sizes 6-11. Price 79/6

**LEGETTE JUNIOR**

Gives complete protection to shoes and calves.

Excellent for wear with two-piece suits. Easily carried in pocket.

★ Guaranteed waterproof. Sizes: Gents 6-11 10/6 Ladies 4-6 (state shoe size).

Also LEGETTE Senior. An above the boot high enough to cover knees. 17/11

RACING & TOURING GLOVES NO. 802.

★ Unlined genuine black horsecide.

★ Extremely strong supple.

★ Short semi-gauntlet style. 21/-

RACING GLOVES 808

Similar to 802 but with zip cuff for close fit over clothing.

Size 7 to 11.

DRYLEGS FOR LADIES OR GENTS

★ Guaranteed completely stormproof.

★ Taped seams throughout.

★ Reinforced trouser bottoms.

★ Adjustable waist and ankles. Inside leg sizes 29 to 34.

Also Heavy double Tex-ture, Fleecy lined. 32/6

PANTHER Suit FOR LADIES OR GENTS

★ GUARANTEED COMPLETELY STORMPROOF

★ Hard-wearing black proofed gabardine.

★ Lined throughout (including sleeves).

★ Concealed 2-position zip front.

★ Adjustable ankles and cuffs.

Sold separately:
JACKET £4.5/6. **TROUSERS** £3.5/-

£7.10.6 Complete Suit

Men's sizes: 34-44 chest, 29in. to 34in. inside leg.

Detachable quilted body and sleeve lining available if required 33/- extra.

Personal Shoppers

Visit any of the addresses below and see our finer range of clothing without delay.

NORTHERN AGENT:

N. JONES, 4-45 Snig Hill,

SHEFFIELD Tel: Sheffield 26169

FOR STYLE AND FIT IT'S 'AVIAKIT'

FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING.

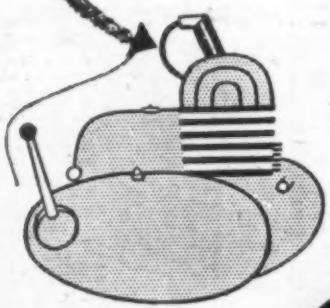
FOR STYLE AND FIT IT'S 'AVIAKIT'

FOR THE WORLD'S FINEST RANGE OF MOTOR CYCLE CLOTHING.

FOR STYLE AND FIT IT'S 'AVIAKIT'

these
BOSCH
sparking plugs last
twice as long

they're specially designed
for two-stroke engines



Just because two-stroke engines wear out ordinary sparking plugs quicker, there's no reason for you to suffer. Not if you fit these special Bosch life-long plugs. BOSCH TIIS and PIIS sparking plugs are your way to better, more economical driving—more power, less petrol wastage. And there's a specially constructed plug for mopeds, too—the BOSCH MIIS.

Most continental scooter manufacturers specify Bosch Plugs.

7'6 each

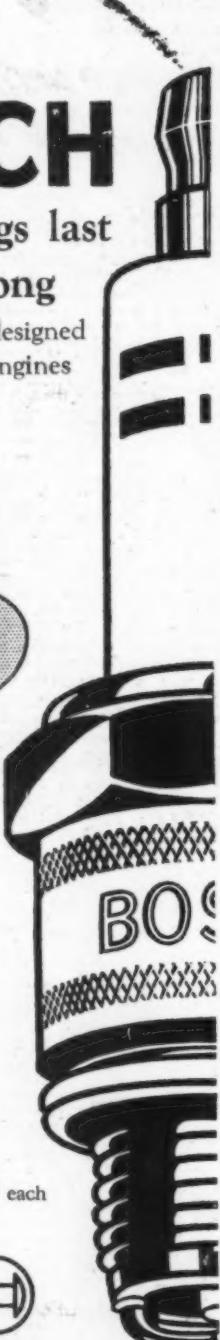


MANUFACTURED IN GERMANY
BY ROBERT BOSCH GmbH

Sole distributors in the United Kingdom
BOSCH LIMITED

29 Carlisle Road, The Hyde, Hendon, London, N.W.9

OOLimdale 2511



mascot
REGD.

PRIZE

THE PVC COAT FOR YOU

The finest workmanship and materials are used in this welded Coat, and all other MASCOT motor cycle wear.

Ask to see the full MASCOT range at your local dealer and appreciate for yourself the excellent value you get by buying MASCOT.

Detachable blanket lining 23/- extra.



£4.19.6

INSIST ON THE BEST
BUY A MASCOT

better fit

WIPAC

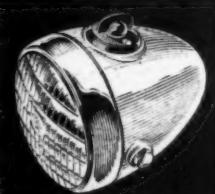
...it has

WIPACITY

the capacity for longer life,
exceptional performance
and the highest standard
of workmanship.



THE WIPAC GROUP • BLETCHLEY • ENGLAND



5" HEADLAMP
42/6

Gaskets? insist on "VISIPAC" sets



SEE

that you get
exactly what
you want.

"**VISIPAC**" Gaskets are
made of the finest quality materials
only and are available for all
popular Motor Cycles, Scooters and
Mopeds. From all good Motor-
cycle Dealers and Accessory Shops.

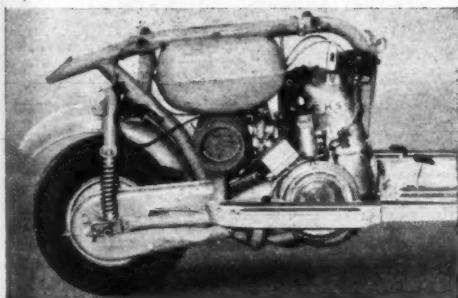
THE **KAYAY** COMPANY
(B'HAM) LTD.

395 Victoria Road,
BIRMINGHAM, 6
Phone: EAST 0373

COMPARE YOUR VALUES!

Never before such a complete range with all the features you've been waiting for—and at the right price too!

- ★ Two models to choose from—150 c.c. and 200 c.c.
- ★ Superb performance, with economy, by SACHS over-square engines.
- ★ 4-SPEED GEARBOX on every BITRI.
- ★ DUAL SEAT, interior sprung, for extra comfort (standard equipment).
- ★ HYDRAULICALLY DAMPED swing-fork suspension for the smoothest ride.
- ★ ELECTRIC STARTER available on 150 c.c. models, standard on 200 c.c. model.
- ★ Full colour range in high gloss finish—dual tone no extra charge.
- ★ Polished leg-shield surround, front mud-guard embellisher, tool-kit, touch up paint and handlebar locking; all standard equipment.



Complete engine accessibility.



BITRI 150 c.c.

Standard £165 incl. tax £32 14s. 9d.

Standard with electric starter £180 incl. tax. £35 14s. 3d.

De-Luxe £179 incl. tax £35 10s. 3d.

De-Luxe with electric starter £194 incl. tax £38 9s. 9d.

BITRI 200 c.c.

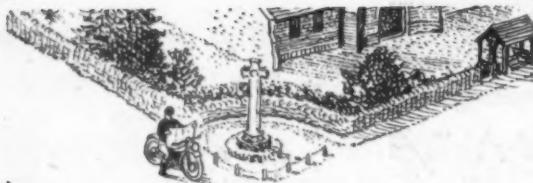
Electric starter £213 incl. tax £42 5s. 2d.

Please send me full details of the BITRI range of Scooters.
(Trade enquiries welcomed.)

To



Sc12
Concessionaires
United
Kingdom



which way?

Now more than ever an intelligent choice of route is important to a motor-cyclist. The greatest help in this is the Ordnance Survey

Quarter Inch to One Mile map : full of detail, clearly readable, it includes all useful minor roads, physical features and many other details. This is the cross-country map par excellence.

Use the $\frac{1}{4}$ in conjunction with the 10 Miles to One Inch 'map for planning long journeys.

For walking the One Inch to One Mile map is the one to carry.

ORDNANCE SURVEY MAPS

Key to the land of Britain

Obtainable from most booksellers and stationers. Published by the
ORDNANCE SURVEY, CHESSINGTON, SURREY

THE SUN
OVERLANDER
250 C.C. TWIN

THE
LEADING
LIGHTWEIGHT
OF THE
YEAR



New colour scheme, silver polychromatic blue and dual colour tank.

The most outstanding Twin! The most Modern Design! No mudguard stays and, if you need it, 70 M.P.H. plus!



CYCLE & FITTINGS CO. LTD., Dept. 26
Aston Brook St., Birmingham 6, England.

You'll see safety in -

'RAYDYOT' DRIVING MIRRORS

Keep the road in view!

JAMES NEALE & SONS LTD.
Graham St., Birmingham, 1
London Depot: 95 Pimlico Rd., S.W.1
Leeds Depot: West Mill, Harmer Street, Kirkstall Road.

Available from all garages, accessory shops and Halfords branches

Where quality is the first consideration . . .

Stratford

Life is too short to take second best! "Stratford" products are made for those who are sticklers for quality and accuracy. Can we help you?

STRATFORD AUTO COMPONENTS LTD.
Dept. M, Manor Works, Shostley, Stratford-on-Avon, Warwick. 'Phone 3628

WINDSCREENS

MIRRORS

CONTROL CABLES

CABLE HARNESS

SPEEDO DRIVES
(V.D.O. & VEIGEL ONLY)

P.O. 6

MARK VIII GOGGLES TO PRESCRIPTION

The problem of maintaining clear vision for motor cyclists who wear glasses can be solved by the use of MARK VIII goggles fitted with safety glass lenses ground to prescription. The MARK VIII combines comfort with a wide field of vision. CROOKES TINTED form available.

Postal or Personal Enquiries
GEO. F. BARNES, 153 BORO' HIGH ST., S.E. 1
(500 yds. South of London Bridge). HOP 3267



PHILLIPS
Gadabout

Everything dovetails

PERFECTLY

Specification includes : 49 c.c. engine with 2-speed unit construction, giving a power output of 2.1 b.h.p., Magdyno Lighting, Tubular Frame, Telescopic Forks and complete with electric Horn, Number Plates and Licence Holder.



A UNIT OF THE  CYCLE DIVISION

★ Accepted by the Council of Industrial Design for "Design Review"

PHILLIPS CYCLES LIMITED, BIRMINGHAM 40



"CRUISER"

The cut-away front provides a smart, modern styling and the helmet incorporates all the Stadium "Extra Safe" features. No. 244 49/6 inc. P.T.



Extra Safe

because the "Polyfibre" shell has a hard, smooth, external surface.

Free from ridges and projections the smoothness permits "glide" on impact and reduces the force of impact to the wearer.

Because specially tough, protective and highly shock absorbing head-band padding materials are used in the tailored construction of the harness.

GENEROUS INSURANCE OFFER
WITH EACH HELMET

Your Stockist recommends
the **Extra Safe**
Stadium
HELMETS

"CLIPPER"

Made from first class protective materials incorporating the Stadium features of Safety and Smartness at an intermediate price. No. 245 55/- inc. P.T.



"VANGUARD"

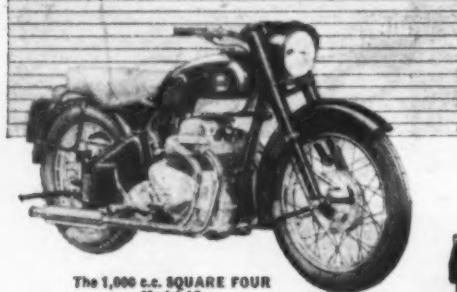
Superbly made throughout, a distinctive helmet for discerning riders. No. 256 62/6 inc. P.T.



Obtainable from all retailers including Halfords Branches

STADIUM LTD., 30/36 Queensway, Ponders End, Enfield, Middx.

ST28



The 1,000 c.c. SQUARE FOUR
Model 4G.

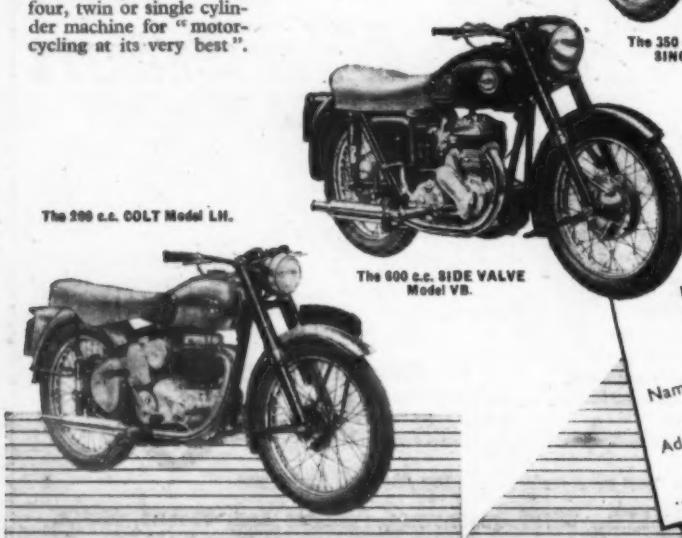


The 650 c.c. HUNTMMASTER TWIN
Model FH.

Here's the **ARIEL** *Holiday Six*

WHICHEVER ARIEL YOU CHOOSE—

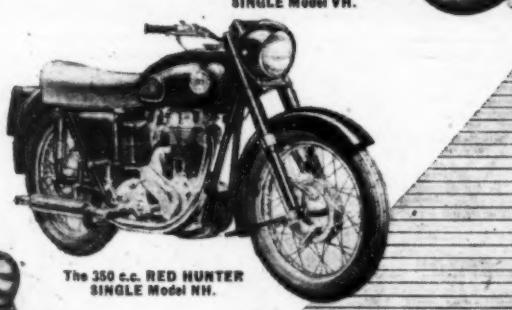
from the fabulous 1,000 c.c. Square Four to the fascinating 200 c.c. Colt, or any of the outstanding models in between, you are sure to find in the Ariel Range your ideal four, twin or single cylinder machine for "motorcycling at its very best".



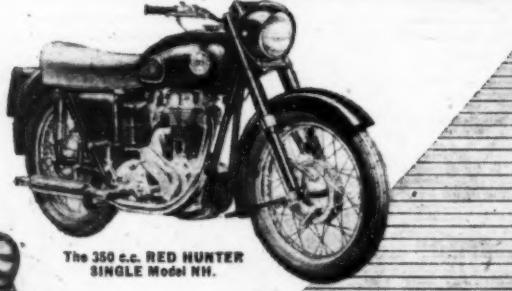
The 200 c.c. COLT Model LH.



The 600 c.c. SIDE VALVE
Model VB.



The 500 c.c. RED HUNTER
SINGLE Model VH.



The 350 c.c. RED HUNTER
SINGLE Model HH.

TO ARIEL MOTORS (Dept. HNI), SELLY
OAK, BIRMINGHAM, 29.

Please send me FREE literature illustrating in
full colour the Ariel Range from 200 c.c. to
1,000 c.c.

Name

Address

County

THE MOTOR CYCLE

VOLUME 100 NUMBER 2870 17 APRIL 1958

Editor HARRY LOUIS

Assistant Editor GEORGE WILSON

Every Thursday **55th Year of Publication**
 Editorial, Publishing and Advertising Offices:
 Iliffe and Sons, Ltd., Dorset House, Stamford
 Street, London, S.E.1. Telephone: Waterloo 3333.
 Telegrams: *Motcycle Sedit* London. Annual
 Subscription: Home and Overseas, £2 15s;
 Canada and U.S.A., \$8. Second-class mail
 privileges authorized in New York, N.Y.

IN THIS ISSUE

Occasional Comments	458
An Hour at Over 100 m.p.h.	462
Photography for Motor Cyclists	466
Selecting Camping Gear	468
Continental Touring	471
A Long Day's Run	474
Questions and Replies	477
Sports News	478
Letters to the Editor	480
Carrying Your Luggage	488

The Lure of Holidays

WITH Easter behind us and May a fortnight ahead, thoughts turn to holidays—the annual break when we go in search of fresh air, sunshine, the delights of the countryside and seashore, the majesty of mountains, the splendour of lakes. Above all we go in search of a change of habit and of new experiences. The motor cyclist has the key to almost limitless horizons. He can choose a centre from which to explore; he can follow a set route or move from place to place without any particular plan; he can cover, say, 2,000 miles or no more than three or four hundred, yet have the sort of holiday that only personal transport can provide. To please oneself entirely so far as time and direction are concerned is an advantage that is appreciated in its entirety only by those lucky enough to have experienced it.

Hence the popularity of touring, especially to the out-of-the-way places not easily reached by public transport. But perhaps the greatest advantage the motor cyclist enjoys is that he can travel at minimum cost. Many a youngster has been able to ride far and wide throughout Britain and the Continent before reaching the age of 21—something that would have been impossible on a limited budget but for his motor cycle. Similarly the low running costs of motor cycling mean that thousands of older enthusiasts can enjoy more and better holidays than if they had to pay fares.



April Fickleness

POETS personify the British spring in their verses. They carefully refrain from depicting her as the treacherous jade that she actually is. But although she is utterly untrustworthy her best moods are so superb that we readily forgive anything—even hailstorms out of a clear sky. For me, spring has always been the time when I could hope to enjoy some of my favourite pleasures under singularly pleasant conditions of light, dryness and temperature. Depending on where I find myself in spring months, I have a list of musts. The rhododendrons at Kew. The fruit blossom in Kent or at Evesham. A most curious garden near Upper Ottery in Devon where the trees are still bone-bare but flaming through the greys and blacks of naked boughs are some of the most vivid shrubs you can grow in this country—azaleas and the like—already in dazzling bloom. And about now my map shelf reminds me that it is time I planned more deliberate excursions farther afield.

A Camping Rehearsal

CAMPERS—especially those who have never camped before—will do well to devote a fine weekend to a camping rehearsal. Even if for the experienced no brand-new gear is involved, it is always wise to make sure in good time that the old outfit is none the worse for wintering. If you are a novice, or have bought a new type of stove or tent, the experiment may save trouble later on. Anyway, it is a good rule to draw up an early schedule of all the articles which are to accompany you on your more ambitious trips. Casual folk usually find at the last moment that they are short of some indispensable article. Many a time I have heard stories of mislaid passports and forgotten visas.

Not Mere Transport

IT is an insult to your motor cycle to regard it as mere transport. If it were nothing more, we might as well do all our travel by rail or boat. A motor cycle can contribute more to health than any chemist, any rule of life or any other form of exercise. This is especially true of the office or factory worker who performs so many weekday hours indoors and is often too tired to seek hard exercise in the evenings or at weekends. When I was very young I worked very hard for far too many hours a day—and that in the air of London which is over-breathed and much contaminated. The commonest

Occasional Comments

by "IXION"

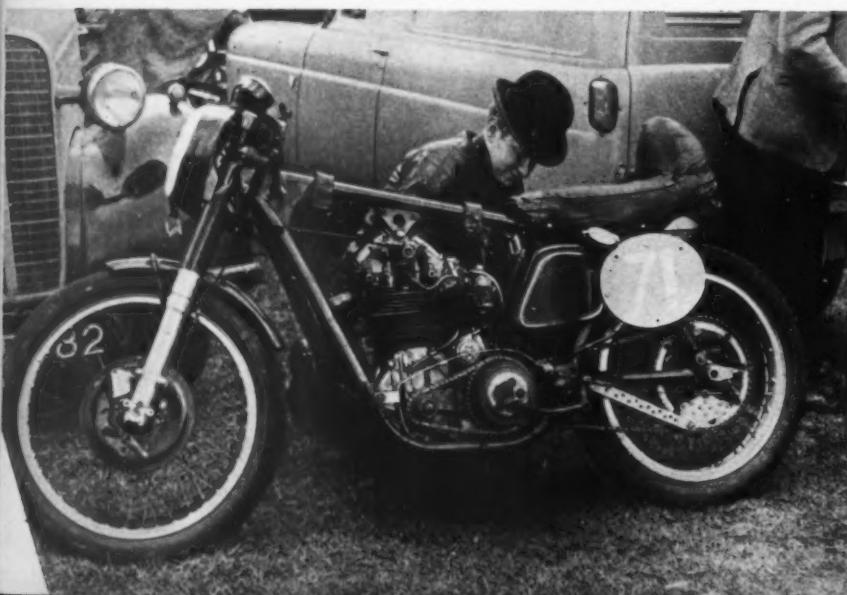
health prescription with the youth of that period was to run down to Brighton for 2s 6d return by the National Sunday League railway tickets. A snuff of the Brighton sea air was certainly a fine tonic. When I took to a pedal cycle I found that I was often too tired to pedal. But when I took to motor cycling I recovered my lost appetite, ate like a wolf, slept like a cat and regained all the weight I had lost—and more.

Family Cement

WHEN a family of moderate means begins to break up, such as when adolescent sons and daughters take jobs at a distance, the family cement is apt to start breaking up. Few of us are fond of letter writing. Travel by railway—and even by coach—is costly. But as the working week is arranged nowadays, many a son, daughter or young couple can easily reach quite a distant parental home during the weekend at almost nominal cost. It is fatally easy to continue the compulsory separations of the past into a new era when no such long absences are at all necessary. An Army padre told me the other day that quite a slab of his time was occupied in seeing that his young recruits wrote home, even at long intervals. Girls are not quite so neglectful. But family ties should be kept warm and taut as far into life as is possible. Here again a motor cycle is invaluable. Its 70 m.p.h. and 70 m.p.g. shrivel up all those false excuses with which lazy youngsters dupe their own better nature.

Ancient Homes

THE other day I turned over the pages of a glossy magazine which concentrates on the stately homes of England. I came to a page whereon dates and times of their openings to the public were given for the next month. Believe it or not, not one of my motor-cycling friends I have tackled since has ever taken advantage of such opportunities. I admit that only an expert in art, architec-



South Africa's Paddy Driver is not the only racer to favour a bowler as his pit headgear. Seen here working on his A.J.S. at Crystal Palace is G. S. Franks who also wears a bowler because, as he puts it, "... what could be smarter, old boy!"

S

o run
unday
er was
ound
motor
ot like

lk up,
e jobs
g up.
—and
anged
easily
end at
om-
such
ld me
ied in
t long
ly ties
ssible.
n. and
h lazy

er the
which
omes
hereon
ngs to
the next
one of
have
advant-
admit
chitec-

he only
eadgear.
Crystal
wears a
, what

In spite of the bad weather the call of the open road was heard loud and clear over Easter. Here is a scene from the Maidstone Road on Good Friday, when thousands of enthusiasts went to Brands Hatch; many carried on to the sea

ture, painting or fabrics would wish to go the complete round, but to the average man, devoid of special knowledge or passionate interest, many of the great houses are quite stunning revelations. May I suggest that readers who so far have neglected the chances make a point of visiting some of our famous homes this summer? They are as essential to education from one angle as mathematics are essential from another. The gardens alone are generally worth the small fee charged for entrance and the furniture is often sheer revelation. I shall never forget one Easter week in which I contrived to see Arundel Castle (whence I particularly remember the incredible colouring of the Chinese cabinets) and the church which the monks have built for themselves at Buckfastleigh. Those two scenes are all I can now recall of that particular holiday, a fact which indicates how profoundly I was impressed by both places.

Our Changed Streets

THE other day I happened to pass along a London street in which I had lived for some years as a youthful motor cyclist. A wide street. Not far from the Thames. Its surface—divisible into six traffic lanes—is today almost as smooth and unbroken as the wooden floor of my den. No cracks, waves or other departures from the level unity to disturb one's eye. It is almost completely clean. On a dry day it makes perfect going for pneumatic tyres. On a wet day it may be just a bit slippery at corners and near crossings where invisible rubber dust conspires with faint oil traces to menace tyre adhesion during heavy braking or fierce acceleration. What a contrast with my youth, when it was always filthy. I do not know how many horses traversed it daily—the number probably ran into thousands. They deposited tons of ordure on it in their pas-

sage. Street cleaning never ceased. Nimble little men darted in and out among the traffic, scooping up the filth with their little dustpans and brushes and dumping it in large iron containers set in the kerb for later collection by carts. Along the middle of the road ran a causeway of large granite sets. It supported six parallel steel rails, two pairs to take electric tram wheels and two slotted to admit the plough, which picked up the electric current from below the causeway. (I once saw a broken speedometer cable drop an end through one of the slots and produce a brilliant display of blue flashes.)

Punctures and Skids

LONDON streets of the era sketched in my last paragraph were a real menace to the budding motor cyclist from two distinct angles, namely, side-slips and punctures. They could be extremely skiddy. Largely owing to the multitudinous horses there was plenty of solid dirt to mingle with any rainwater and create real slime. Crossing the tramline causeway confronted one with six steel surfaces on which no tyre could hope for grip. (The motor-cycle tyre of the day was a 2in-section Clincher, its cover very little thicker than a leather glove, with no corrugations more pronounced than a single strand of knitting wool.) Thousands of horses indicate at least 20 times as many nails, most of which ultimately fell out on the road. I had punctures galore in such streets. In fact, some folk argued that a motor cycle was a better buy than a trike—and a trike a better buy than a car—because the more tyres there were, the greater was the puncture risk. At that date there was no very trustworthy rubber solution available for roadside tube repairs. Nowhere except in the Alps have I met with so many punctures; the only contrast was that all pedestrians in the Alps wore hobnail boots.





Above: Camping site at Ganavan Sands, Oban, one of the most beautiful stretches of coastline in Scotland; the next map supplement takes you near there

Right: So mild is the winter climate that exotic trees flourish on the southern coast of Cornwall: a scene in Falmouth

Below: A good catch of crabs and lobsters rewards the fishermen at Bessands, a delightful spot near Slapton Sands in Start Bay, South Devon



GEMS OF

In the Touring Guide, Free with
This Week's Special Issue, the
Maps Take You to Somerset,
Devon, Cornwall, and The Lake
District: These Pictures Portray
Some of the Beauty Spots in Those
Areas: Next Week's Supplement
Suggests Other Favourite Touring
Grounds, such as Dorset, Hants,
Surrey, Sussex, Norfolk, the Cots-
wolds, Southern Ireland and
the North of Scotland



BRITAIN



Above: "Thirlmere lies like a silver sword in a green scabbard." This impressive Lake District vista is across Thirlmere with the slopes of Helvellyn in the background

Left: A curiosity in Ambleside at the head of Lake Windermere—the famous House on the Bridge now preserved for all time by the National Trust

Right: The beeches on the long coastline of Cornwall are famous. This pleasantly quiet expanse of shore with the waves lapping lazily is between Looe and Downderry





Flat Out

VIC WILLOUGHBY EASILY

COVER

Ever been haunted by a yellow line? Or a black-and-white line? I'm haunted by both—103 miles of them. In my dreams they race endlessly through my field of vision from top to bottom, mesmerizing me, mocking me. Broken yellow, solid yellow, broken black-and-white; the sequence never changes, and all the time an inner voice urges: "Down, down, down only for an hour. So long as you can see those lines you're on the beam."

Baseless dreams? Not a bit of it. Simply the fascinating memory of an exhilarating hour's dash around the 2.82-mile triangular outer circuit at the Motor Industry Research Association's proving ground in the Midlands on a standard, fully equipped sports model—a 592 c.c. Matchless Sports Twin. An hour in which the audacious Matchless from a standing start annihilated 102,926 joyous miles and, from a flying start at the end of the first lap, covered 103,133 miles. And if that doesn't speak volumes for a six-hundred roadster, I'll never tweak another grip.

It is one thing for a roadster to reach a three-figure speed. Another to record a 100 m.p.h. mean of two runs in opposite directions over a short distance. But something quite outstanding to maintain more than 100 m.p.h. for a full hour. Possibly the Matchless I used can claim to be the first fully equipped production model to do so?

It was a bright, dry afternoon but devilishly chilly. And those lines monopolizing my gaze throughout my swiftest hour on wheels were my guides, my friends. Along the straights the broken

yellow kept me on course as, with chin thrust into a patch of Sorbo glued to the tank top and eyeballs swivelled to the very top of their sockets, I peered past the headlamp shell. When eye and neck muscles jibbed at such inhuman treatment I pressed my mouth and nose against the Sorbo and glanced to the left. There to reassure me were the yellow dashes, bright on the black tarmac background, flashing by beneath the handlebar. Softly but clearly above the roar of the wind was a sweet, clean song—a symphony of eager power—the music of 39.5 b.h.p. played at a 6,000 r.p.m. tempo and channelled by the sunseamed exhaust pipes through a single silencer.

Suddenly the yellow line would become continuous while the background changed to white concrete. The Matchless was entering a banked turn. For a few seconds the exhaust hum would be forgotten while I lifted my face from the tank top to get a better range of vision for the curve. But you don't crank a model over on the banking the way you would for a full-bore bend on the road—not if you want to stay out of trouble. Gently and precisely, like a tightrope walker, you tilt it a trifle as the track falls away to the left and rises on the right. A degree too much and you must "hold off" for the remainder of the curve like a fighter pilot using top rudder to keep the nose on the horizon during a tight turn.

Each time the Matchless hit the concrete another line whipped into view, a broken line with alternate dashes of black and white. Painted on the turns only and half way between the yellow line

and the top rim of the banking, it appeared under the twistgrip. Together with the solid yellow line it prescribed my chosen path: above the yellow, which marks the border of the high-speed circuit, but not above the black and white—not at a mere 100-odd m.p.h. anyway.

Strangely the Matchless felt faster in the turns, though the rev-meter belied the impression. Why the delusion? Partly because centrifugal force pressed me harder on the machine and the machine harder on the track, partly because of the tilting of both track and Matchless, but mostly, I think, because of the way the concrete seemed to sweep under my wheels from above—as if I were rocketing up a slope of ever-increasing gradient.

Half way round the south banking, indeed, I repeatedly felt the Matchless slow a trifle and the rev-meter reading eased back to 6,000 r.p.m. We were heading slap into a gusty east-nor'-east wind and speed was down to 102 m.p.h. There it stayed for three-quarters of a mile along the next straight. Once or twice, as the wind strengthened, we slowed to a level 100 m.p.h. But on the next curve but one the wind was astern. Briefly the engine speed mounted to 6,200 or 6,300 r.p.m., giving 107 to 108 m.p.h. (though the speedometer tended to boast rather more). So it went on for 38 laps except for a momentary flutter of anxiety on the last two. Along the back straight the engine hesitated, then coughed a time or two before resuming full song. I groped for the petrol taps. They were wide open but fuel was getting low and occasionally starving the carburettor.

When Bob McIntyre told me the story of his wonderful record-

shattering 141 miles in an hour at Monza last November he left an overall impression of mental boredom and physical strain. My aims were more modest. After all, the fleetest six-hundred roadster is a vastly different weapon from a streamlined racing Gilera four. And the M.I.R.A. bankings are silky smooth compared with Monza's. But an hour is an hour in any country where you are screwed up like a ball to cheat the wind, and I feared my hour of full chat, like Bob's, would seem the longest ever. To my utter amazement it seemed more like 20 minutes.

In the first place, I had no need to fight the Matchless as Bob did the Gilera. Then there was the occasional interest of passing

Accent on time. Jack Williams consults a brace of stop-watches while Sidney Pett uses a wrist watch. Alfred Simmons, resident Dunlop technician at M.I.R.A. (right), and his assistant, Albert Garland, just wait



all the Way

EASILY COVERS OVER 100 MILES IN AN HOUR WITH A FULLY EQUIPPED MATCHLESS SPORTS TWIN

At top speed on one of the straights, Vic Willoughby squints past the headlamp to maintain course alongside a broken yellow line





In the warmth of his car, international timekeeper Stan Nicholls checks the Sports Twin's progress. Right: Ancient and modern. Before the start of the Pioneer Run, the author and his wife chat with Harry Louis who rode a 1911 A.J.S.



other traffic, for the M.I.R.A. circuit is no closed race track but part of a comprehensive proving ground for the motor industry. Indeed, it was because of the high density of traffic in the morning (coupled with the fact that passing is prohibited on the bankings) that I delayed my ride till lunchtime. Again, the bankings are of different lengths (up to a quarter-mile) and so provide a mite of variety. And of the straights one is half a mile long and flat while the other two measure about three-quarters of a mile and undulate a trifle.

Another mild distraction was the bump—where the track has been disturbed for cable laying near the end of one of the longer straights. It was fun to wait for the Sorbo pad to jolt my chin without my seeing the bump in advance. A long, slow front-fork pitching was set up but faded out just before the south turn. All those things helped to keep boredom at bay, as did my attempt to keep count of the laps—I was one out in the hour.

But the biggest help of all was a signal every three laps. In a bay part way down one of the long straights, international timekeeper Stan Nicholls worked his Swiss chronometers watched by A.M.C. development engineer Jack Williams and racing mechanic Jack Emmott. From information supplied by Nicholls, Emmott

Checks distorted by the wind and head raised a trifle for vision on the banking

showed me the growing improvement on our minimum target of a 100 m.p.h. average from standstill.

It was coming up to one o'clock when Nicholls motioned to me with one finger and I dropped the Matchless clutch. Not a rearing, transmission-caning getaway. Just an urgent, full-bore start. "Change up at 6,500 r.p.m." was Williams' final advice. The changes were deliberate rather than super-slick for we had overtightened the twistgrip friction adjuster to prevent the throttle from easing back. Second gear was notched at 45 m.p.h., third at 66 m.p.h. and top at 92 m.p.h. From that instant the throttle stayed wide open till the 38 laps were done.

The Sports Twin was already at full gallop when we swept on to the first banking and the standing start cost us 10 seconds. Time for the opening lap was 1m 48s—equal to a speed of 93.9 m.p.h. It took the Matchless only three laps to fetch the average up to the magic ton. Another three laps and Emmott's signal read "102." From then on it was "2.2," "2.4," creeping up eventually to "2.9" and punctuated by "1" (time), "1," "7 laps to go" and "last lap."

Times for the flying laps were remarkably consistent. The majority took 1m 38s dead (103.5 m.p.h.) and most of the others deviated from that figure by only the odd fifth of a second. Fastest of all was 1m 37.6s—103.9 m.p.h. The overall consistency has nothing to do with judgment. It merely reflects the fact that the Matchless was on full chat from start to finish. The slight inconsistencies were due to fluctuations in wind strength from 10 to 20 m.p.h. Only the last two laps failed to conform to the general pattern: they took 1m 39.8s and 1m 40.2s as a result of the short bouts of fuel starvation.

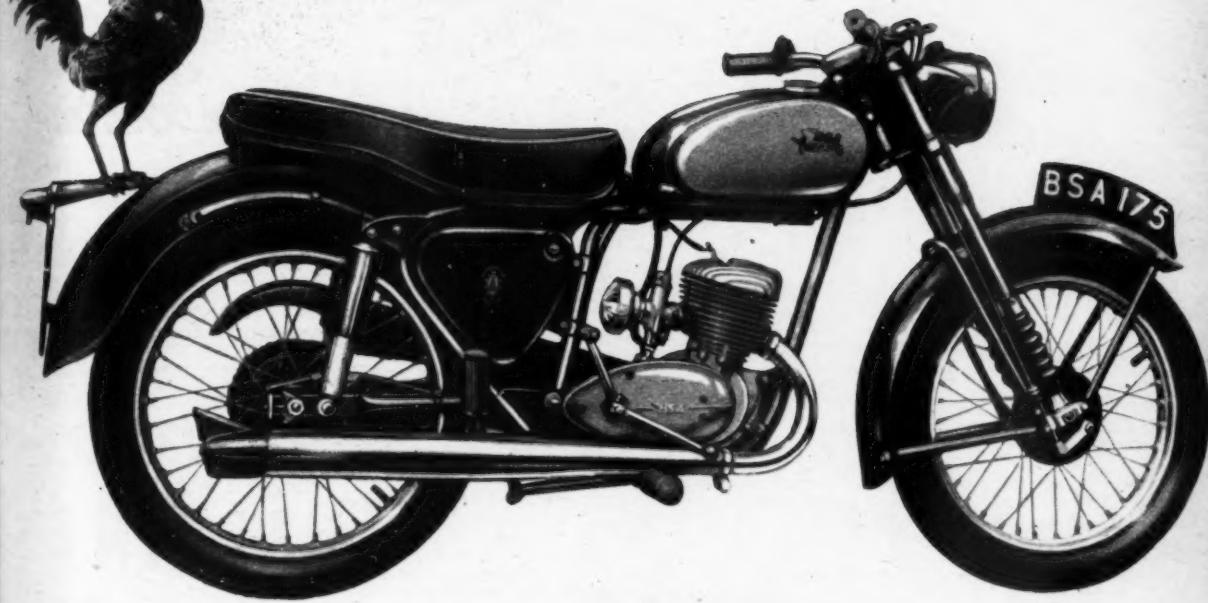
It was not until the finish that I realized how cold I was. But there was absolutely no tiredness—the soft springing of the Matchless and the smooth M.I.R.A. surface saw to that. I expected to feel stiff after an hour's crouching but the only ache was a mild one inside the thighs and that soon vanished. Shades of the days of solid frames and girder forks!

And how did the Matchless finish? As clean as a whistle from stem to stern, save for a slight smear of oil around the filler cap and the expected spatter of grease thrown off the driving chain on to the rear-wheel rim. The Lucas dynamo was charging normally, the note from the horn was as strident as ever and all the lights worked except that the lead to the rear lamp was broken inside the bulb holder. There was no spillage from the battery, nothing was loose and the tool kit and tyre pump were still in place. The mileage recorder, however, had notched up nearly 10,000 miles.

The engine had consumed about three gallons of petrol (Shell premium) and a pint of oil (Mobiloi D). Wear of the Dunlop racing tyres (3.00 × 19in front, 3.25 × 19in rear) was negligible. Indeed, apart from topping up the tanks, all we did to the Matchless before it was ridden back to London was to slacken the twistgrip friction adjuster and turn the handlebar the right way up (we inverted it for the one-hour dash to give me a more com-



it's Super.. and Super value



OVER ONE HUNDRED
MILES TO EVERY
GALLON OF FUEL



ATTRACTIVE MAROON
AND CREAM (OR BLACK
AND CREAM) COLOUR
FINISH



EXTRA COMFORT
FROM LUXURY DUAL
SEAT AND LARGE
SECTION TYRES



SUPER PULLING
POWER-PLUS FROM
LIVELY 175 c.c.
ENGINE



NEW DESIGN GIVES
POSITIVE OIL FEED TO
MAIN BEARINGS



BIGGER AND BETTER
BRAKES MEAN MORE
STOPPING POWER

its ideal for two - too!



PRICE

£98

(PLUS £24 5s. 2d. p.t.)

175 cc

Bantam Super

Send for 'Bantam Super' Catalogue

BSA MOTOR CYCLES LTD., 47 ARMOURY RD., BIRMINGHAM, 11

NAME

ADDRESS

When dreams come true

Here's the machine to make your dreams of
a perfect holiday for two come true.
A tour of South Devon, perhaps, calling
at famous resorts, or exploring the hidden
beauties of the English Riviera.
A dream holiday with a

VALIANT



*it's a dream
of a bike!*



The lightweight at its best. Powerful, yet economical, the 92cc VALIANT looks exactly what it is . . . a quality-built machine. Other Velocette models are the Sports 500cc V-twin, the 350cc Viper and the silent L.E.

- Super steering and road holding
- Superlative finish
- Comfort at all speeds for Rider and Passenger

VELOCETTE — The Quality Built Motorcycle

comfortable arm position). Not even the plugs (K.L.G. FE 100s) were changed. Next day I ran the rule over the Sports Twin before using it to get out and about at Easter, but all I could find to do was to adjust the rear chain. Primary chain setting was spot on and the chaincase oil level correct.

I can hear the cynics bleating: "Come now; this is too good to be true. What was special about UYY 969?" The answer is "Nothing." In fact, I rode it from south London to M.I.R.A. the previous afternoon and crossed the great metropolis diagonally when it was choc-a-bloc with rush-hour traffic. True, the gearbox sprocket was one tooth larger than standard, thus raising top-gear ratio from 4.64 to 1 to 4.42 to 1. But that was merely to prevent the engine from over-revving when I was flat down on the tank top. Oh, sorry. I asked Jack Emmott to lower the pillion footrests 1½in by welding on extensions to give me a wider hip angle when using them.

The large sprocket raised bottom gear from 11.84 to 1 to 11.27 to 1. But so tractable is the engine that, even with a pillion passenger, there was nothing tricky about the getaway. I am the first to agree, however, that the standard gearing is better for ordinary fast road work. That gearing was fitted when I first borrowed the Sports Twin in mid-March. I used it for the cross-London journey from home to office, for following Harry Louis, the Editor, on his 25 m.p.h. A.J.S. in the Pioneer Run to Brighton and for fast touring. And I must say it impressed me tremendously from the start.

I half expected a rorty, clattering device but found the Sports Twin to be quiet mechanically; and the exhaust note, though healthy, had the pleasant tone characteristic of siamesed pipes. Starting was dependable, even on full advance, and the engine idled with the best. But its most exciting trait by far was its eager response to throttle opening: the slightest movement of the twistgrip brought instantaneous results. From tickover right up the scale the pulling power was extraordinarily beefy. It was obvious right away that cylinder filling and combustion were very efficient at all speeds. So it came as no surprise to learn that the chief avenues of Jack Williams' development of the engine have so far been cam and port shapes with the joint aims of enhancing volumetric efficiency and induction turbulence.

The Sports Twin was, of course, introduced last year primarily for the American market and was not released on the home market until the autumn. Basically the model comprises a scrambler frame and a pepped-up G11 engine. Tyre equipment is optional according to the purpose for which the model is required. A quickly detachable lighting set is available. Compression ratio is 7.8 to 1 and both cylinders are fed from a single Amal Monobloc carburettor. The camshaft is of G11 pattern "rubbed a little

Another banking shot. The standard handlebar is inverted to fit a crouching position



here and there." (The G45 racing camshaft is a flop in the muffed Sports Twin engine.)

When Jack Williams first turned his attention to the Sports Twin engine it was producing 34 b.h.p.—on separate exhausts. Apart from saving weight and improving transmission accessibility, the siamesed layout bumped up the output by 2.5 b.h.p. Work on the inlet ports and cams gave a further 3 b.h.p. and enabled ignition advance to be cut back from 37 degrees to 34. Peak power occurs at 6,000 r.p.m. but even at 6,500 r.p.m. the output drops by only half a horsepower. Specific fuel consumption is 0.55 pints per b.h.p. hour at full power and is below 0.6 pints from 4,250 to 6,500 r.p.m.

But Williams is shrewd as well as meticulous. He knows the value of low-speed torque. Speaking of roadsters and racers alike, he says: "I would always trade 2 b.h.p. at the top for one at the bottom." So you may be sure the 39.5 b.h.p. peak is only part of the Sports Twin story. He likes his power curves "really fat in the middle." And, after my short acquaintance with UYY 969, so do I.

With obvious sincerity Williams protests that he has only just got to grips with the Sports Twin and development continues apace. Further progress should be well worth watching!

(N.B. Immediately after the Easter holiday our Technical Editor, Alan Baker, took the Matchless to the factory where he acted as witness while the engine was stripped down and inspected. "Nitor" comments on his findings on pages 484 and 485.)

Below left: The 592 c.c. Matchless Sports Twin is a high-performance yet tractable roadster. This picture was taken during the ride from London to the M.I.R.A. proving ground. Below right: Bert Willow checks tyre pressures before the start



Ride With a Camera



PAUL BLACK GIVES JUST
THE HELPFUL ADVICE
NEEDED FOR MAKING
BETTER PICTURES ON TOUR
AND AT SPORTING EVENTS

PHOTOGRAPHY and motor cycling make good companions. A camera affords priceless souvenirs of day trips, holiday tours and sporting events while at the same time enhancing one's appreciation of the countryside. Looked at the other way, if you are already bitten by the photographic bug, a motor cycle is the ideal means of getting about in search of subjects. This article aims to give a few hints to those who do not know all the answers—tips which should help you to take better pictures.

First, about equipment. Nothing really elaborate is required. The illustrations for this article were made with an ordinary folding roll-film camera taking pictures $3\frac{1}{2} \times 2\frac{1}{2}$ in. For £9 or so you can buy a similar camera in the more popular $2\frac{1}{2} \times 2\frac{1}{2}$ in. size. It will have an f/6.3 lens in a three-speed shutter and with it you may tackle normal touring subjects and even get good action shots at road races, scrambles and the like.

An exposure calculator costing around 3s will solve the problem of what stops (apertures) and shutter speeds to use for various conditions. A light filter (X2 yellow) brings out cloud effects, giving them their natural value. For about 18s the filter can be obtained

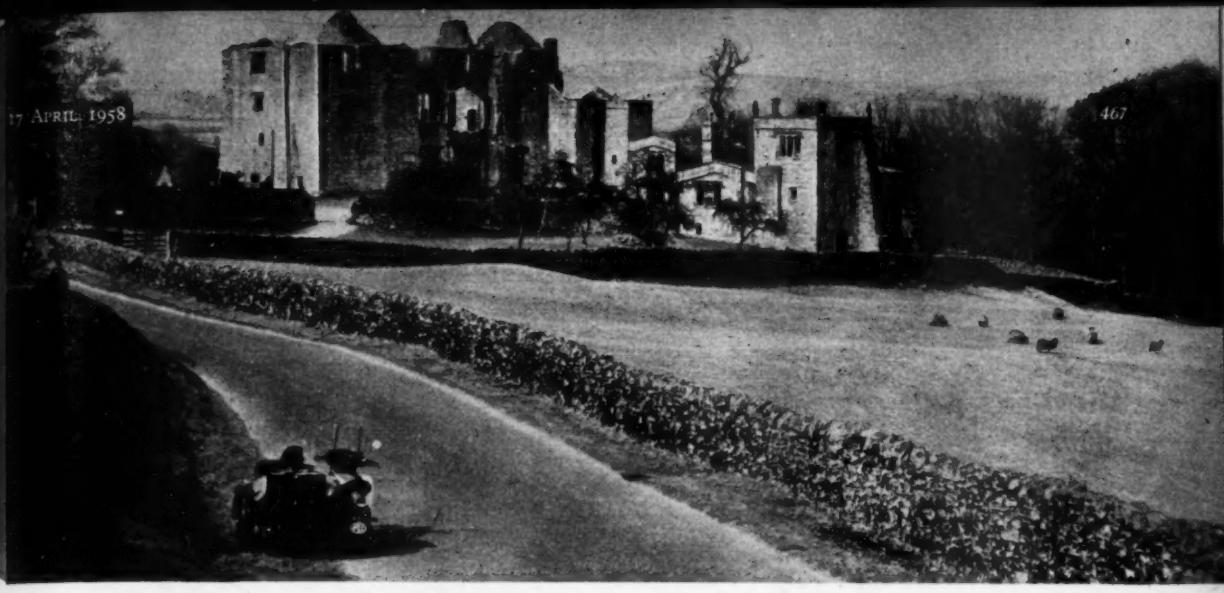
combined with a lens hood which enables you to shoot against the light. When doing so you have to open up by one or two stops, of course, and make sure the sun does not actually shine into the lens. The *contre jour* (against the light or back-lit) effect is good and can be quite ravishing if your subject has blonde hair. Rather a luxury, perhaps, is a range-finder (about £1 15s) to clip on to the camera but it does save out-of-focus fluffs resulting from misjudgment of the distance. A small ex-W.D. haversack slung from the shoulder makes an excellent gadget bag. All told, the complete outfit need cost little more than £12. At the other extreme, for those prepared to accept its limitations, a simple box-type camera without accessories for about £2 will be suitable for many touring subjects in good weather.

What makes a good photograph? Not surprisingly, the answer is *light* and, in nine cases out of 10, *sunlight*. It is useless trying to make masterpieces on dull, gloomy days. But avoid taking your subject with the sun shining squarely on to it from dead astern of you. Livelier pictures result when the sun slants across the subject from one side. By the same token the best views come when the sun is low in the sky, as in the early morning or late afternoon. When photographing the latest model (mechanical or otherwise!), however, direct sunshine is best avoided. Open up two stops and wait until a light cloud comes along; or have the model shaded from direct sunlight though still lit by most of the



Left: Buildings and trees are photogenic as this scene at Luccombe in Somerset shows. Shutter speed was 1/100s and the aperture, f/11. Below: Frank Taylor racing with his Norton outfit at Cadwell Park, Lincs. An example of panning to give a sharp subject and blurred background. Speed 1/250s, aperture, f/5.6





sky. This avoids dark shadows and screwed-up features. *Contre-jour* lighting, as already recommended, achieves the same result. Half the art of photography lies in recognizing good subjects, knowing what is photogenic and what is not. Unless you are using colour film (for which, by the way, a miniature camera—a 35mm, for example—is recommended), you may write off all subjects which depend on colourfulness for their attraction: reduced to black and white they will disappoint. Write off long-distance views over open, level country. Write off all distant views if the atmosphere is hazy (but slight haze can be cut out by using an orange light filter). Here are some subjects that *are* photogenic: buildings, trees, people (quite often!), mountains—especially when photographed across a valley from a high viewpoint—harbours, boats, bridges, rocks, cliffs and motor cycles.

In planning a tour, I like to read about the district in advance, listing what I want to photograph and including local customs and events besides objects of interest along the route. In these wayside photographs one's companions and the machine or outfit are often included. This gives an individual note to what otherwise might be no more personal than a commercial picture postcard. The machine, placed to one side, should face into the picture and one's friends should be doing something, even if only admiring the view, and not just saying "cheese" at the camera. Watch the background or you may get incongruous objects such as telegraph poles apparently sprouting out of people's heads!

By using a large stop you may throw the background out of focus and make your subject stand out crisp and clear. But you have to be careful over setting the distance. Pictures from the road are often better if taken from a high viewpoint such as the top of a wall, a bank or even a heap of road metal. When it comes to pressing the button, hard riders should remember what they have been told about camera shake. Few people have steady hands after a long riding spell and an exposure of 1/100th sec will be needed to avoid blurred pictures.

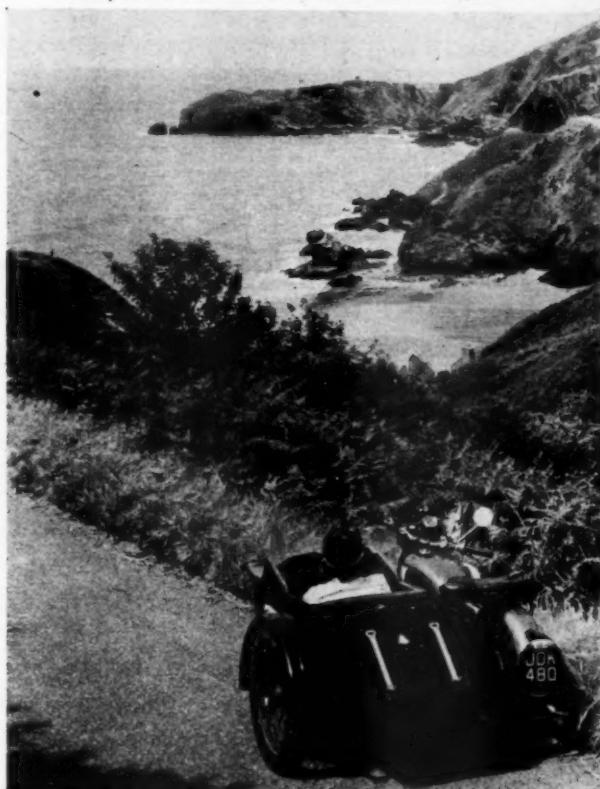
Motor-cycle sport offers endless opportunities for interesting photographs. Trials sections are easiest because you are close to the competitors and their speed is relatively low. From the chosen viewpoint the camera is focused on a rock step or other likely spot and the shutter release is operated as the rider reaches it; 1/100th sec is usually fast enough to avoid blur, especially if the rider is coming towards the camera. The same technique applies to scrambles except that you work at greater speeds and greater distances. Arrive early and choose a point where the riders will be slowed down by the terrain. Then use your fastest shutter speed.

At road races it is even more important to arrive in good time as the best vantage points are soon filled. A bunch of riders coming round together always makes a good picture, so the inside of a curve not too far from the start is a good choice. To acquire the art of panning, practise beforehand with an unloaded camera. As the riders approach, camera and body are swung to keep them in the finder and the shutter is released when they reach a pre-determined point (on which the focus has been set). Good, sharp photographs may be taken at 1/250th sec—sometimes even at

1/100th—and the blurred background enhances the impression of speed. As we are always reminded on such occasions, motor racing is dangerous and no attempt should be made, either at road races or scrambles, to pass inside the safety ropes or barriers. In the event of an accident, the photographer, intent on his camera, can be particularly vulnerable.

Whether sporting or touring in character, one's motor-cycle photographs are worth preserving. Mounted in an album they grow in interest as the years go by, serving to bring back happy memories that might otherwise be lost. It is certainly a good plan to ride with a camera.

A portrait of the Cardigan coast. The high viewpoint has made it possible to include the Panther outfit as well as the beach. 1/100s, f/11. All photographs were taken with a fast, panchromatic film



468 Jentmannsberg

EQUIPMENT AND CAMPING LORE: TENTS AND FLYSHEETS: SLEEPING BAGS AND STOVES: A COMPREHENSIVE REVIEW

BY RON COLE



Typical small cottage tent for
two people



Cottage sent with
ridge pole and main
guys clear of the
ground.

*Below: Another courage test
—this time with snakes.*



"**A**LL I ask, the heavens above and the road below me." That line of Robert Louis Stevenson's carries the very tang of the open air. More and more people are taking to the country on their 14 days off and leaving the towns to the dance fans. Some are doing so, true, because an open-air camping holiday costs less than one spent cloistered in a plush, seaside hotel (it can cost so much less, in fact, that the price of a tent and most of the gear can be recovered in a single swoop). But that is not the main consideration guiding most wheels to the lonely places. The attractions of utter quietude, the pleasure of walking on springy turf and the novelty of living under canvas—these are the powerful magnets. Some motor cyclists look on camping with doubtful eyes and ask whether it is not a game to be played by specialists. How are they, for instance, to know what sort of gear to choose for their first-time venture? Let me try to answer their questions.

What type of tent? The answer is governed by three main factors: cost, the number it is to accommodate and the way in which it is to be transported. The least expensive but bulkiest tent is the ridge or cottage type, and the lightest and most easily erected the smaller, single-pole version known as the bell or pyramid tent. I emphasize that the size and type purchased should not depend solely on the capacity of the panniers. Two people, touring with one-night stops, can be perfectly cosy under canvas with a spread of six and a half feet by five feet, with walls of, say, one foot.

For camps of longer duration, when you intend to use the tent as a base, an extra foot on the width and a couple of feet on the overall and wall heights should be aimed at—the additional canvas will be appreciated by the end of your stay, for you will want to keep provisions in the tent and to eat under cover if the weather is wet. Good single-pole tents are priced from £1 upward, ridge models rather less—about £5 for the cheaper sort in the smaller sizes. Large, single-pole tents cost from £11 and the ridge type from around £7. You want to spend less? Well, a certain amount of ex-Service equipment is still available—and small ads in local news-sheets have secured excellent bargains for many campers. During any inspection, more attention should be paid to the weave than to the apparent thickness of the cloth. A thick material with a loose weave is less satisfactory by far than is a thin material with a close weave.

Those who make the most of our summers, who are away with their tents as often as possible, usually invest in a flysheet (a tent cover). The golden rule is that if you must economize, then the plan is to save money on the tent and to buy a flysheet. A few extra feet of overlapping canvas at the entrance to the tent, in addition to the normal foot or so at the sides and rear, make cooking a positive joy in boisterous or unkind weather. The additional cover keeps the tent cool in hot weather and prevents the heaviest rain from penetrating should the weather be wet. Yes, a flysheet is certainly a sound investment. How much does one

Broadly
its wall has
missed instead
particular
somewhat
the apex of
the entrance
direction of
ridge passes
creases caused
ables that
Metal tools
one's heel
two counts
I hurried
They are
rather too
placed
satisfactorily
because it

A petro
annier sp
etroil rat
ults in
own on
ditional
til you

Of the
former pro-

the fuel brought in
time. With
you can be

Many unique living room sets, a plenty successful manufacturers complete.

complete v
hung in
ice is ab
anvas are
the narrow
adily. C
aterial is
ways be
And wh

g vessel t

me." very
aking
o the
amp;
side
and
that is
only
aking
e are
with
ed by
gear
their

main
ay in
kiest
easily
ell or
hased
Two
under
walls

e tent
on the
national
you will
if the
m £8
er sort
1 and
Well, a
—and
ns for
ould be
oth. A
han is

y with
a tent
en the
A few
ent, in
make
e addi
nts the
Yes,
es one

ional
you will
if the
m £8
er sort
1 and
Well, a
—and
ns for
ould be
oth. A
han is

On the left is an "A" pole
for the tent entrance and
on the right a single pole
fitted with clothing hooks
and a table

on living rough and not washing," to quote an acquaintance. In fact, a plentiful supply of water is one of the essentials of a successful camp; and it can literally be had on tap. Several manufacturers now market plastic or collapsible fabric water carriers complete with a drain cock and a handle. When such a container is hung in the shade the contents are kept remarkably cool. The price is about 17s 6d. Buckets in the same materials and also of canvas are available in plenty at a price in the region of 10s; choose one narrower at the top than at the base, since it will stand more readily. Canvas buckets are seldom completely watertight until the material is thoroughly saturated so, to play safe, they should always be left outside the tent.

And what about the distaff side? The average household cooking vessel takes up too much space, especially if you are travelling

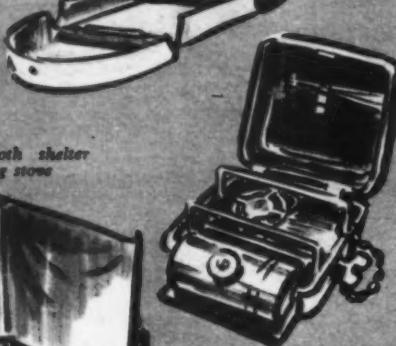


Another water carrier—one that is sealed and fitted with a handle and drain cock

Above are shown two water buckets; that on top is of inflatable plastic



Right: A cooking stove of orthodox vertical design. Below it is shown a stove of so-called flat type



Fire-resisting cloth shelter for a cooking stove



For warm comfort 'mix darkness and down—a quilted-type sleeping bag

by solo. Nesting billies are rather expensive—between £2 and £2 10s—but they are a good investment. Packed, they go into a space of about 5in high by 8in in diameter. But do have them opened up on the shop counter and make sure that the weight of the handles won't cause the pans to tip when they are nearly empty. Mopping up congealed fat is not fun!

Thank goodness it should never again be necessary to treat lips burned by aluminium cups. Plastic "crockery" is the thing nowadays and so are plastic containers of every sort and size. Screw-top jars are almost a must today for they not only keep insects out, but they also keep their contents securely inside while you are on the move. For those who camp on a shoestring, screw-top jam can usually be filched from the home food store subject, of course, to madam's approval. Many campers prefer to use thick chinaware plates for their main meals. They mark with knives less easily than do plastic dishes and they can be heated before the food is served by placing them on top of steaming billy. They travel quite safely if packed with spare clothing.

But eating out of doors is only one of camping's attractions. Sleeping in a tent, too, provided you have the right equipment, can be great fun. Sleeping in blankets or in a sleeping bag laid on a groundsheet, however, is not the best way of spending the hours till dawn. A bed of sorts is much to be preferred. Air beds are the job. They are the least cumbersome to transport, are warmer than camp beds, since there is no circulation of air beneath them and, costing just under or just over £3, they are the cheapest to buy. Do not have too much air in your bed, by the way; when you are sitting on it you should feel the earth beneath. It will then be found when you lie down you are completely insulated from the hard lumps. And you won't roll off either.

Of the actual body coverings, a sleeping bag is undoubtedly the warmest. Of the varieties, the blanket type is the least expensive but also the least warm; padded Kapok, feather-filled and down-and-feather-filled bags follow in order of increasing warmth and, alas, in order of increasing cost. Good sleeping bags are available in the £3 10s to £6 10s range. A bag with sheet inner and a pocket at the head to take your woolies is a first-class investment. A sheet inner also has the advantage of being much easier to launder, for sleeping bags should certainly be washed thoroughly at the end of every second season. That newspaper, by the way, bought to keep you abreast of the cricket scores, will provide appreciable extra warmth if it is placed under your air bed. Waterproof clothing will also do more good there than piled on top.

An excellent method of coaxing a padded sleeping bag into the smallest volume is to kneel on it as it is rolled up—no, this is not a piece of Goonyery—and to spring rubber bands cut from an old tube over the resulting roll. It is possible by this means to convert a six-foot Kapok, feather- or down-filled monster into a roll of four to five inches in diameter by a foot or so long. This is another advantage of the feather- or down-filled bags over the others; they can be rolled into a third of the volume.

Lists of camp sites are available to members of the R.A.C., the A.A. and the Camping Club of Great Britain; membership of the last is now in the region of 30,000.

Subject to local bylaws, the majority of British farmers will allow casual camping on their land (requests should be made to the back door of a farm). Having located your site, try to arrange the tent entrance so that it is sheltered from the prevailing wind, but don't pitch directly under overhanging trees, because large blobs of moisture falling from the branches are likely to spray through the canvas.

Squeamish about insects? Today there are preparations guaranteed, so they say, to keep away anything less ferocious than a mad bull. Where tap water is not to be had, water in running streams is usually harmless, especially if coming from higher, uninhabited areas. If there is the slightest doubt, boil it before drinking. Condensed milk can be obtained in convenient tubes. If you prefer fresh milk you should carry a container since retailers are reluctant to give bottled milk to passing travellers. Packaged soups that need only the addition of water taste wonderful of an evening. These are available in mushroom, green pea, tomato, asparagus, chicken-noodle and spring vegetable; there is no lack of variety. Dried carrot, onion, vegetable-salad and potato will all help carry you over a weekend and enable you to laugh at closed shops. Water and heat are the only essentials, for one small packet very soon becomes several large platefuls.

There, then, you have it. Whether your choice is Scottish loch or glen, Welsh mountain or river, Cornish cove, the sea, the rolling downs, or anywhere else that fancy takes you, your camping holidays will be among the best you have ever had!

II. 1958

£2 and
o into a
ve them
ight of
nearly

reat lips
now-
ew-top
cts out,
e are on
top junc-
course,
chim-
oves less
the food
y travel

action.
pmem-
ag laid
ing the
ir beds
ort, are
of air
are the
by the
necessity.
pletely either.

lly the
expensive
down-
h and,
available
and a
ment.
ier to
roughly
the way,
provide
Water-
top.

to the
is not
an old
convert
roll of
other
; they

A.C.
ship of

allow
back
the tent
don't
be of
the

ations
than
unning
higher,
before
ubes.
ailers
aged
of an
ato,
lack
ill all
losed
acket

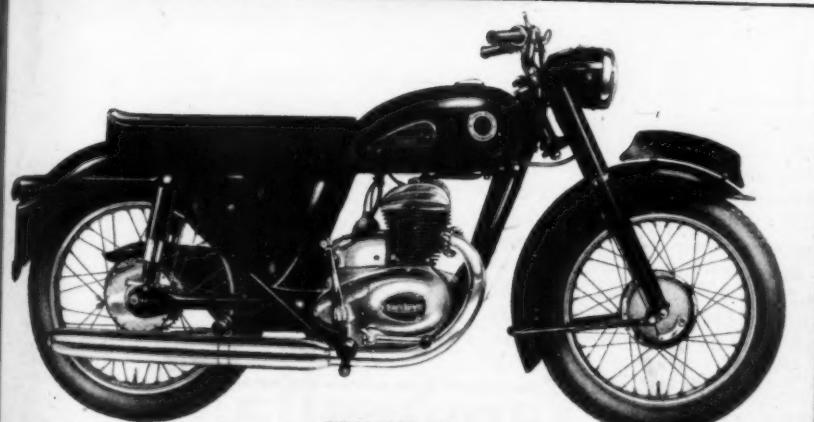
loch
the
ping



PLOVER 78

147 c.c. Villiers engine. 3 speeds.
2-stage silencing to give unob-
trusive exhaust. Cantilever
frame with pressed steel centre
section concealing swinging rear
fork, cables, tools, etc. Oil
damped front fork.

£98.10.0 plus £24.7.7 p.t.



CRUISER 80

Exclusive new 250 c.c. engine makes use of an advanced technique for getting maximum charge into combustion chamber. Close ratio 4-speed gearbox. Duplex frame with oval front and girder cent-

sections. Oil damped springing front and rear.

£148.10.0 plus £36.15.0 p.t.

Here in Coventry

We have been making motor cycles since 1919 as our fathers did before us. We have grown up from very small beginnings.

Our friends in the Trade tell us we have been successful because we pay such close attention to detail in design, manufacture and test. For years now we have been fortunate in attracting craftsmen and workmen who want to keep a little ahead of competitors and who insist on making the job right. Between us we provide a range of motor cycles in which all can take a little pride and we do so at prices most riders can afford.

Gordon J. Hawes

Eric C. Barnett



FALCON 81

New Villiers 197 c.c. Mk. 10E engine with
3-speed gearbox. 6v. lighting with rectifier
and horn enclosed in long streamlined tool
boxes. Oil damped springing front and
rear.

£128.0.0 plus £31.13.7 p.t.



FRANCIS & BARNETT LTD • COVENTRY

NOW

The model you've been waiting for

Lambretta

INTRODUCE
THE
TV175



OF INSPIRED DESIGN

FOR THE SCOOTER ENTHUSIAST—the TV 175 Lambretta. Its inspired design incorporates those unique features that have put Lambretta engineering in a class by itself. The 2-stroke 170 c.c. 'square' power unit, together with the unique 4-speed gear box, have been specially developed for extra urge when needed. Add to this fin cooled brakes, increased tank capacity, dual seat, unique carburettor, specially designed exhaust, automatic stop lights, incredible road holding—and you'll know why the TV175 gives the most impressive performance of any scooter yet produced. You'll have to ride one to *feel* this for yourself. Send for illustrated literature.

GET AROUND BETTER—TRAVEL



Lambretta

THE WORLD'S FINEST SCOOTER

LAMBRETTA CONCESSIONAIRES LTD · BEVERLEY WORKS · KINGSTON-BY-PASS · S.W.20

© 1958 L.L.C.

Over the Channel!

Dos and Don'ts for Intending Continental Tourists Passed On by Members of the World-famous International Motorcyclists Tour

Club to BOB CURRIE

... and off we go. The "Côte d'Azur" steams off for France while the "Canterbury" prepares to welcome a fresh load

Map expert Bert Norway explains a point to the group. Seated are Brian Maxwell, Peter Cornes, Joan Hazelwood, Gordon Harris and Bob Currie



WHEN it comes to touring abroad, those who wear the blue-and-silver badge of the International Motorcyclists Tour Club are right on the ball. Foreign travel is their main object and members meet regularly to swap experiences and to pass on tips picked up in the course of their forays into cross-Channel territory. There is simply no group better qualified to brief a novice—and that is why five members of the Midland section were gathered round a table, armed to the very teeth with maps and guide books.

The five comprised Peter Cornes, Bert Norway and Gordon Harris, Joan Hazelwood—an experienced soloist—and Brian Maxwell, who was counting the days until his Triumph was Austria-bound on its first foreign trip. The meeting was largely for Brian's benefit, but the advice passed on might well be digested by any enthusiast keen to see white mountains and the sun.

First, then, to the necessary preliminary work. If you are travelling in a group (or with a sidecar outfit or three-wheeler),

your cross-Channel booking should be made well in advance. That is particularly so if a weekend crossing is intended. Should you be travelling alone and on a solo you are rather better situated. Accommodation can be found, almost at a moment's notice, even on the most crowded steamer and on aircraft, too.

Air or sea ferry? The choice is up to you—and there is little enough in it where fares are concerned. But air travel has the overwhelming advantage of speed; within 20 minutes of leaving Lydd you can be on French soil. Further, as Joan pointed out, it takes less time by far for an aircraft-load of passengers to pass through the customs than it does for a boat-load. Still, countered Peter, for first-year types the sea crossing does hold an exciting, going-abroad atmosphere—a *mystique* almost—that can be felt the moment the gangplank is raised; and first impressions count for a lot.

Until only a few weeks ago documents played a large part in foreign touring but now Austria, Belgium, Denmark, France, Holland, Luxembourg, Switzerland, Sweden, Western Germany and Yugoslavia have all waived the need for a carnet or triptyque—a form of passport for one's vehicle. First-timers should note, however, that wherever they travel, they must take with them the log books for their machines, together with their full, valid British licences. For Norway, Italy, Spain and Portugal—all popular touring grounds—carnet is still necessary. You can obtain the documents by your own efforts but a vast amount of paper work is involved. Far better to become a member of either the A.A. or the R.A.C. and let them do the worrying for you. For other reasons, too—get-you-home services in case of breakdown, guidance on routes and accommodation—it is advisable to belong to one or other of the motoring organizations.

Insurance? That can present something of a problem. Uninsured riding is allowed in some popular countries (France and Italy are examples) but injured natives can claim heavily



Above: Seville, the River Guadalquivir and the 13th-century Tower of Gold are favourites with tourists to Spain. Above right: Continental holidaymakers breakfast on a hotel terrace in the Basses Alps. On the right is a corner of a bay on the beautiful Lake Como, in northern Italy



whether a visitor involved in an accident is insured or not. The wise plan, obviously, is to insure before setting off. And that's where the problem arises. Not all companies provide continental cover. So would-be travellers are faced with the task of finding a broker prepared to supply the necessary cover for the minimum: three-month period. A Green Card, as the continental policy is called, may cost anything between £2 and £7. Perhaps the simplest plan is to change to a company that undertakes international insurance or to pay cash at frontiers as required. Yes, you may do that. But you should do so only as a last resort. To insure before you leave should always be the aim.

Choice of a destination and the extent of the tour will obviously depend on the cash available (and, to some extent, on the size of your engine). But during the first day or two abroad things should be taken easily; 300-mile daily averages across flat country are well within the scope of I.M.T.C. types—but even 180 miles can prove tough for a novice on a small model. Visualize, if you can, a tyro crossing the Channel by a night boat. He will probably be far too busy with his thoughts to sleep, and so tire early the next afternoon. On her own initial trip Joan Hazlewood covered only 50 miles the first day—but it was enough to initiate her into the sights and sounds of foreign travel.

First-time tourists are often in company with more experienced riders. In that case the leader must recognize the limitations of newcomers and plan accordingly. Brian does, indeed, intend to go with friends, all of whom have been to Austria before; Bert Norway approved that decision, for should trouble arise then help is immediately available. What if individuals prefer to ride alone? Then they should agree to meet at intervals, and to link up certainly at the destination for the night.

Maps? Bert, the expert, recommended a map of the intended touring ground equivalent to our three-miles-per-inch scale, plus a more general map (roughly 20 miles to the inch) for long-distance route planning. Most of the larger bookshops in Britain stock continental maps. More than that, some can be obtained free on application to the foreign touring services of oil companies such as Shell, B.P. and Esso. Local maps may be collected from filling stations throughout Europe.

Brian seemed to be particularly worried as to whether he could

make himself understood abroad. He was quickly reassured by Gordon Harris; sign language is universal and a simple phrase book can smooth over many difficulties. All the same, suggested Joan, it is wise to learn to count up to 10 in the language of countries to be visited. Her own tip was to prepare postcards with, in one column, various amounts in English currency and to set against each the equivalent in foreign coin.

Always, advised Gordon, spare a moment to work out the equivalent cost of anything, and to check over the change received from a note. The price of fuel per litre is clearly marked on each pump—and a litre can be roughly reckoned as one-fifth of a gallon. Don't conclude from all this that foreigners are out to take advantage of innocents abroad; tales of wicked hoteliers and shopkeepers are very much exaggerated. It is merely that a little thought at the time of each purchase helps to promote a better understanding of the local currency.

It was generally agreed that the bulk of one's "holiday money" should be taken in travellers' cheques of which the £2 denomination is the most convenient. Ready cash will also be needed—say £2 in local currency for each country to be visited and £3 or £4 for France, which will probably be crossed on both the outward and return journeys. A fair margin for safety should be kept; it could be that the homeward-bound plane is unable to take off because of fog—which means that money may have to be found for an additional night's accommodation.

Changing travellers' cheques presents little difficulty although, particularly in France, times of opening and closing of banks can vary from town to town. Time of arrival plays a part for, as Gordon pointed out, tourists landing in France on a Saturday may not find a place, other than at the port or airfield, a big hotel or restaurant, where a cheque can be cashed until Monday morning. But here is a point worth remembering; many main railway stations have currency exchange offices. The best advice, perhaps, is that one should never let one's currency dwindle until only a few francs, marks, lire or what have you remain.

Railway stations are important in another way, for round them can usually be found hotels offering cheaper rooms than are available in the town centre. Gordon recalled that on his first foreign tour he was apt to start worrying in the later part of the afternoon

about ac
that stag
difficulty
Joan h
on the w
left until
and again
Avoid th
if a big
10 or 15
village i

Memb
mended
go far w
sign. A
for his c
Routiers
Tourist
W.I.

In mo
include
en pensi
Joan, wo
the arran
whole d
ask to a
abroad w
tipping s
service o

Café n
lunch an
and chea
ham, can
can of g
water be
advised o
minerals
south.

Troub
frequent
spares t
your ho
mechanic
and perf

Brian
home, a
Don't fe
Gordon,
tyre pat
repaired
tape, a

Prope
plumbeo
equipped
accessible
that he
to reach
carded h
kitbag i
metal ha
bringing
pannier

Dust
screens.
the tank
which w
and Te
liable to
declared
Bert pre
on alter
blouses
knitted
work w

The f
that i
quarters
on a pr
short ti

about accommodation for the night. All novice tourists go through that stage. But no matter how small the town, there is usually no difficulty in securing a room even as late as 10 or 11 p.m.

Joan had further advice to offer. When roadburning is the aim on the way to, say, Spain or Italy, the choice of a hotel may be left until very late. But on a more leisurely jaunt it is pleasant now and again to settle in early, wash, change and take the air on foot. Avoid the bigger towns, where charges can be high, warned Peter; if a big place lies ahead, it is preferable to turn off the main road 10 or 15 miles before reaching it, and look for a smaller town or village in which to lay one's head.

Members of the I.M.T.C. have their own booklet of recommended stopping places but in France any motor cyclist cannot go far wrong if he seeks out places which carry the *Les Routiers* sign. A *routier* is a long-distance lorry driver and halts provided for his comfort are clean as well as inexpensive. A list of *Les Routiers* houses may be obtained from the French Government Tourist Office on request. The address is 179, Piccadilly, London, W.I.

In most foreign hotels the price quoted for a room does not include meals, but for a stay of three days or more, favourable *en pension* terms can be obtained. An even better idea, suggested Joan, would be *demi-pension* terms—if the hotelier will agree to the arrangement. Lunch is not then included in the cost and the whole day can be spent touring the locality. One further point: ask to see your room before clinching the booking—hoteliers abroad will expect you to do just that. And don't worry about tipping the staff; the general practice is that a 10 or 12 per cent service charge is added to the bill.

Cafe meals can be costly. It is therefore better to forgo a hot lunch and to budget instead for a picnic meal. Fruit is plentiful and cheap and the typical continental loaf, together with sliced ham, can be readily bought. For a drink, Joan usually carries a can of powdered coffee, and a vacuum flask filled with boiling water before leaving the hotel each morning. As an alternative, advised Gordon, stop for a long, cool glass of citronade—but avoid minerals in the heat of the day, especially if you are in the deep south.

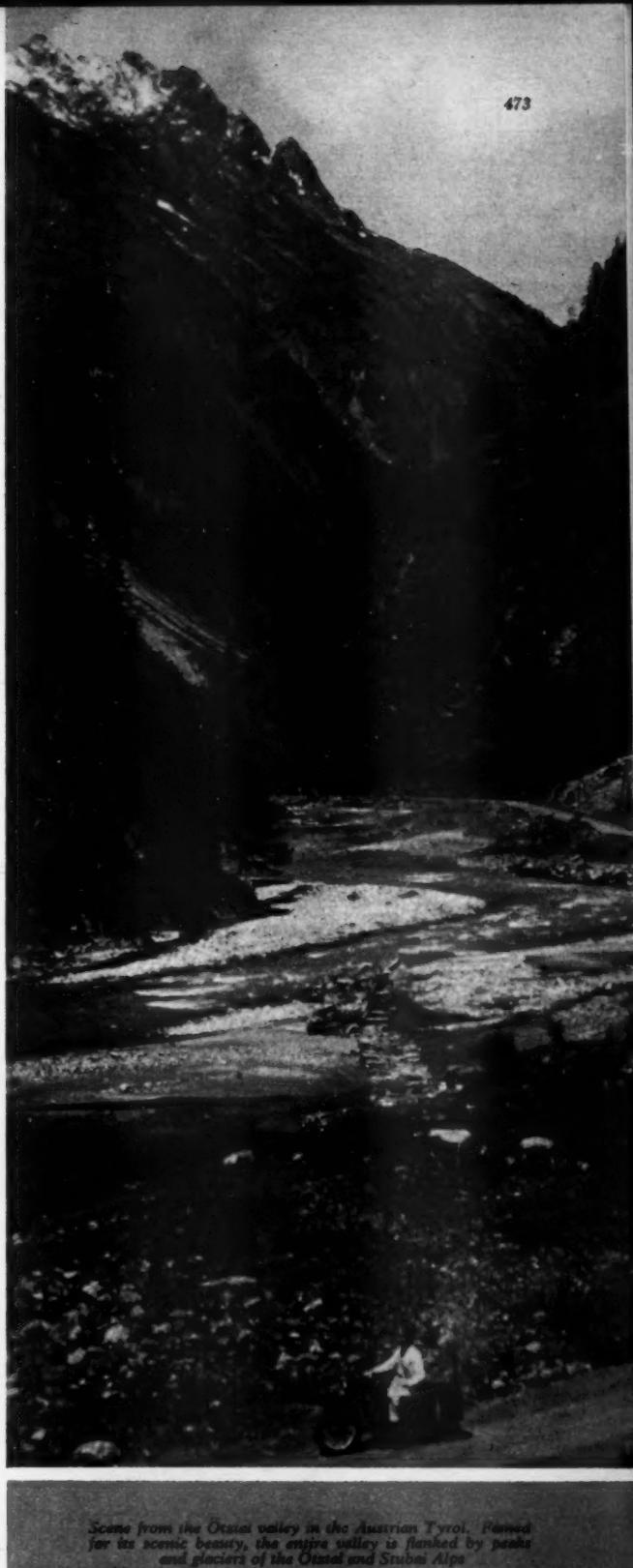
Trouble on the road? Well, yes, it can happen—but no more frequently than at home. All too often first-timers take a stock of spares that are never needed. Obtain from the manufacturers of your hogbus a list of their agents. And remember that village mechanics are generally highly skilled in the art of making-do, and perform wonders in a very short time.

Brian intends to fit new chains immediately before leaving home, and to tape into place spare front-brake and clutch cables. Don't forget a set of chain spares—and an extractor—warned Gordon, and that since the heat of a continental sun can cause tyre patches to lift, fit new inner tubes too, or at least ensure that repaired tubes are vulcanized. Rubber bands, a roll of insulation tape, a coil of wire, some assorted nuts and bolts, a length of electric cable—all are likely to come in useful.

Properly packed luggage should not come adrift. Gordon plumped for pannier boxes, Joan for canvas packs into which more equipment could be crammed. But both agreed that one readily accessible pack should be reserved for overnight kit; Bert remarked that he had seen novices struggling to unpack their entire luggage to reach a pair of pyjamas. Aerolastics are useful for securing discarded heavy outer clothing. Bert's own plan is to carry an empty kitbag into which helmet, gloves and riding suit are placed, a metal handle locking it to his machine; the bag is also useful for bringing home things bought abroad, for which no room in the panniers has been left.

Dust can be a problem abroad so many I.M.T.C. types fit wind-screens. Peter's suggested riding kit is a two-piece suit (carried on the tank in hot weather) beneath which are light, one-piece overalls which prevent dust getting through. Such synthetic fibres as nylon and Terylene are recommended for clothing since they are less liable to be creased and are quickly washed. Coloured shirts, declared Peter, can be worn longer without showing the dirt, but Bert preferred a couple of good-quality nylon shirts, to be washed on alternate days. From a woman's point of view, said Joan, blouses are best left at home and replaced by jumpers of cotton or knitted nylon, together with a Terylene skirt; slacks should be worn while riding.

The final advice to the intending traveller is to get together all that is required for the trip—and then to throw away three-quarters of it, stow the rest on the machine and spend a weekend on a practice trip. It is surprising how much you can learn in a short time—particularly how inessential "essentials" really are!



Scene from the Ötztal valley in the Austrian Tyrol. Renowned for its scenic beauty, the entire valley is flanked by peaks and glaciers of the Ötztal and Stubai Alps.

YOU will agree that, even in mid-summer, it can be chilly around dawn. So the previous evening a string vest had been laid on the chair beside my bed. Now, the vest beneath my ordinary clothes, and stoked up with a boiled egg and three slices of bread coated with unsalted butter, I started putting on my riding kit and paused—yes, a raincoat beneath my large, loose-fitting coat might not come amiss: there is nothing to equal insulating layers of trapped air for keeping in one's warmth.

The hands of the grandmother clock pointed to 4.25 as I slipped quietly out of the front door. Then, an equally quiet opening of the shed we euphemistically term the "garage." My six-fifty had been filled up the previous evening. The tank holds approximately four gallons. Two hundred and twenty, 240, 260, 280 miles? It will depend on how eager my right wrist is, and on the weather. The forecast last night was good, so here's hoping!

But I have not said what I proposed doing. What I sought was to repeat once again something which has given me more happiness than almost anything else: a 170-mile summer's morn ride down to the West Country, a ramble over the hills and through the wooded combes of Exmoor and then, my lungs full of fresh air and all the cobwebs blown away, an amble homeward ending, maybe, around dusk—simple, perhaps, but in the saddle of a lithe, lusty, large-capacity twin, so full of meaning and joy.

Throttle an eighth open, a gentle prod on the starter pedal—at the second prod the engine continues to fire. Up through the gears, with the throttle slide little more than off its stop, and into top at 25 m.p.h. or thereabouts. We are in London's suburbia; folk will be asleep and, so far as my passage is concerned, will remain asleep. At this time of the morning there is next to no traffic, only a few heavies—mostly milk lorries. A few miles on and we are at the start of the Great West Road. Many changes have been made since my first trip to the West Country. Then there was merely a single-track road. Now they are even building a flyover. The speedometer needle swings gently round its dial. With the 4.52 to 1 top gear, at 50 and 60 there is no more than a burble from the twin exhausts. Is there anything to equal a big solo, with its lack of fuss and general effortlessness? "Long Legs," some say; I agree.

On the Great West Road extension there are stretches where no one can be disturbed. Just near the Champion plug factory the traffic lights are red; they act as a gentle reminder that there are others on the roads. Here is a piece of road where there are no side-turnings. The throttle is flicked open. Sixty, seventy, seventy-five. But today's run is to be savoured; it is not a mile-eating contest. The speedometer needle drops back to around the 60 mark.

Staines, over the Thames, the Egham by-pass. On the right is Runnymede. Thoughts fly to lazy days beside the Thames: picnics, other motor cycles to examine, colourful gardens. Now up the hill out of Egham. What a zestful, zipping stretch fol-



A Day Out

Four Hundred Miles of Happiness

In Mid-summer Starting at 4.30 a.m.

By "ROAMER"

lows—bends on which it is a joy to heel over. Gently through Sunningdale. On this perfect June morning the air is a tonic; already I feel a freshness I have not felt for weeks. Now past the Jolly Farmer and down into Camberley. A pity that the "30" limit is so long. At last, Hartford Bridge Flats—Blackbushe Aerodrome, nowadays—and since there is still very little traffic one can zoom along just as in the old days. I slow half-way across and cock an eye at the aircraft parked near the roadway. Some of those on the left have much more meaning for me than the serried ranks of B.O.A.C. airliners that were to be seen early on, near Champions, because here are old friends that remind me of holidays on the Continent: yes, Silver City Bristol freighters.

Hartney Wintney, like Camberley, brings memories of scrambles. Then the twisty run to the outskirts of Basingstoke—just the road for a solo. But, stay: which route shall we take now? To the left is the Basingstoke by-pass—in spite of widening, still designed for the traffic of yesterday, not today and, most assuredly, not for tomorrow. To the right is Basingstoke and if we turn right towards the end of the town we will be on the B-class road to Whitchurch and Andover, the road which used to be the main road.

There is no question as to which we take. On a solo, it is

the right
exhilarating
is superb.
That clini-
fairly op-
cut-back
most on
and, with
So to
is still v
the cross-
byway
neck pro-
in reverie
into the
—wide,
little vil-

The n
Amesbu
be half-
Glaston
bends, a
Shall
carry st
delightful
over Kin
several
this rout
a mile l
Hills to
are goin

We sh
is respo
Streets.
those ic
"Watch
and atte
thought
brief vi
blind an
banks
than the
with all

There
later pa
Cross.
between
its Halt
that the
wheel s
Minche
start of
tide Be
straight
The roa
To the
highest
the roa
Then d
straight
to the V
and rig
land pl
unspoile
its love
is only
zooming
admini
and the
second

Above:
telephone
Right:
drop

the right-hand one every time. It has glorious ups and downs, exhilarating bends and brief straights, and the wooded scenery is superb. There are few, if any, stretches of road I enjoy more. That climb at Hursbourne Priors is a joy. Thirty m.p.h. at the fairly open cross-roads at the foot; 40, 50, 60, 70 . . . Then a cut-back for the bend at the top. The machine I have enjoyed most on this particular hill is a Square Four; one left it in top and, with a twist of the grip, zoomed straight up.

So to Andover. The time now is barely 6 a.m. Hence there is still very little traffic and there is no point in turning right at the cross-roads a mile or more before the town and using the byway route to Weyhill. Tonight, on my return, if the bottleneck promises to cause a holdup I shall use the alternative route in reverse. Soon after Thruxton, of road-race fame, we emerge into the type of country that is the Salisbury Plain one pictures—wide, open, sparsely populated, with here and there lovely little villages: only one town in miles, Amesbury.

The miles tot up. Just before Chitterne, some 12 miles beyond Amesbury, there is a right-hand bend which I always adjudicate to be half-way to Porlock. Warminster, Frome, Shepton Mallet, Glastonbury—pastoral, pleasant and, with the ups and downs and bends, all a joy to the rider of a lively solo.

Shall we turn left soon after Street and make for Taunton or carry straight on to Bridgwater? Both routes to Exmoor are delightful. This time I decide to go via Othery and Taunton—over King's Sedge Moor. A low-lying road this, on which I have several times zipped through flood-water. The reason for taking this route is that it leads to Bishop's Lydeard and, if one turns left a mile later, there is a glorious run along the top of the Brendon Hills to Wheddon Cross. Then to Dunkery—but my thoughts are going faster than my six-fifty . . .

We skirt Taunton. Do you, like me, give full marks to whoever is responsible for the big notice boards saying "Taunton. Busy Streets. Please be patient and helpful"? What a contrast with those idiotic ". . . welcomes careful drivers" or, worse still, "Watch your speedometer," when the one place for your eyes and attention is on the road. Taunton's notice is in tune with my thoughts. Then up on the Brendon Hills, with, here and there, a brief view of the sea. Early on the road is narrow. The bends are blind and numerous. It is a case of going slowly between the high banks—yes, banks decked in colour. Is there anything more lovely than the lanes of West Somerset with all their wild flowers?

There are fast stretches on the later part of the run to Wheddon Cross. Then over the blind, between-houses cross-roads with its Halt signs. Before one can see that the way is clear one's front wheel seems well into the main Minehead-Exeter road! Past the start of the now famous Easter-side Beggars' Roost Trial and straight on to Dunkery Beacon. The road climbs on to the moors. To the left is the Beacon, the highest place on Exmoor. Even the road reaches over 1,400ft. Then down the other side with, straight ahead, views over the sea to the Welsh coast and, to the left and right, acre after acre of heathland, plus wooded combes. Beauty unspoiled! Along to Porlock with its lovely thatched cottages. It is only 8.30 a.m. What about zooming up the famous hill, admiring the view from the top and then dropping down for a second breakfast?

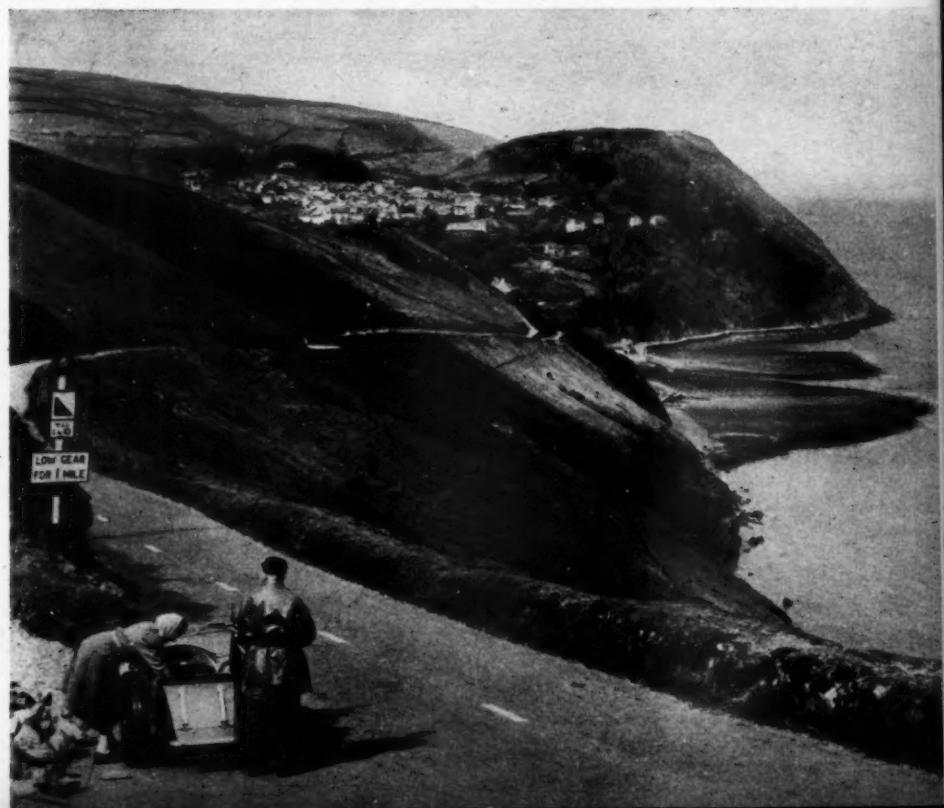
With 650 c.c. and good torque low down, no doubt one could climb the hill in second, but the zest lies in rounding the first hairpin bend in bottom, opening up hard immediately the model is vertical—full song, and then into second. In what seems a moment one has stormed up the straight leading to the left-hand hairpin. Here into bottom again and hug the grass on the left; the gradient on the inside looks like the roof of a house. Up we go. Gently towards the summit; shall we see a stag near the road to Exford? No, not this time. I park the model and sit on the heather, quietly puffing a cigarette and admiring the view. Perfect peace. Then down the hill again for breakfast. Afterwards a glance at the shops, plus the purchase of a tin of cream.

Now what? Yes, let us climb Doverhay and carry on over the moor to Hillhead Cross. Is there a lovelier run in all England? Doverhay, with its 1 in 4 and hairpin bends, demands concentration even though one has climbed it a score of times. Then comes the amble to Pool Farm, with a dip into a gloriouscombe en route. Right and right again at Hillhead Cross and back along the high, moorland road to the top of Porlock. Then left for Lynmouth and Lynton.

Soon we are in Devon and dropping down Countisbury. What a gorgeous view there is, and how one can sweep down the hill and, thanks to the excellence of motor-cycle brakes, start pinning down the model only when one approaches the final, very steep stretch. Up Lynmouth Hill, the one-time terror. "Lynton" we used to call it. Then along to Barbrook Mill which, with the new roadwork, is hardly recognizable. Yes, you are right: I am heading for Beggars' Roost, but the steep climb is a very different proposition from what it is at the time of the Land's End Trial. Now there is a smooth path free from rocks. The climb is easy—too easy!

I have reached my turning point. I return to Lynmouth via the Watersmeet Valley, linger among the holiday crowds. Then a latish lunch.

Shall we go back the way we came? A road always seems fresh when taken in reverse. Gently to Porlock, but this time straight on, past Selworthy, skirting Minehead and to Bridgwater. Then Glastonbury again. There is no mile-eating. The day is still perfect and I am happy and contented. So back home, arriving soon after eight. Four hundred glorious miles: another day to remember when the nights are long . . .



Above left: The rising sun turns the telephone wires to threads of silver.
Right: "Soon we are in Devon and dropping down Countisbury"

determined

The Greeks had a word for it . . .

AUTHADES. Perseus a son of Zeus possessed many enviable and outstanding qualities. No matter how great and difficult the task, he overcame it with strength and courage.

Nortons have a word for it . . .

Dominator 99. The machine is the end product from many years of development. Possessing many outstanding qualities. No matter how great the task it's set the '99' will dominate them all.



NORTON MOTORS LIMITED



BRACEBRIDGE ST. BIRMINGHAM

Cylinder-head Joint

I AM UNABLE to cure a leaking cylinder-head joint on a secondhand 350 c.c. overhead-valve single I have just bought. Tightening the retaining bolts really hard makes no difference. I note there is no cylinder-head gasket. Is this in order?

Norwich. R. BOOTH

Since you do not specify the make of your machine, it is impossible to say whether a cylinder-head gasket is standard or not; some engines use a gasket whereas others have a ground joint. The makers of your engine will advise you if you write them quoting the engine number (usually stamped at the mouth of the crankcase left half).

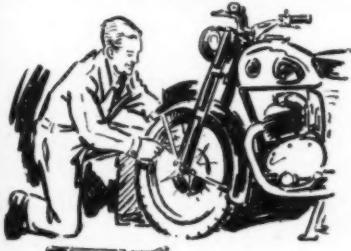
If a gasket is not standard, the leak can be cured by grinding-in the joint. There are usually two pairs of mating faces and the joint is most often made by the narrower pair (though it is as well to consult the makers on that point too). To grind-in the joint, smear valve-grinding paste thinly on both faces—fine paste on the joint face, coarse on the other—of the cylinder barrel, then lower the head and rotate it back and forth several times through about 90 degrees. Occasionally



Question and Answer



OUR INFORMATION service is open to all readers. Questions should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and, whether intended for publication or not, must be accompanied by a stamped addressed envelope for the reply.



lift the head, redistribute the paste and repeat the grinding. Almost needless to say, every trace of paste must be washed away afterwards and none must be allowed to get into oilways, threads or other parts of the engine.

The barrel must be supported firmly during the operation; if it is left in place on the crankcase, position the piston at bottom dead centre and stuff the barrel with clean rag. If there are any studs screwed in the mating faces they must, of course, be withdrawn first and refitted later, using two nuts locked together on the threads for the purpose. During the grinding the empty threads should be filled with small pieces of rag.

On cylinder-head joints which employ a gasket, grinding-in the head and barrel faces before fitting a new gasket will often cure a leak when the fitting of a new gasket alone has failed to do so.

G.B. Plate

FOR A continental tour this summer I would like to use a G.B. plate of aluminium. It is about half the size of plates issued to members of the motoring organizations and has embossed, unpainted letters against a black-enamel background. It is much neater than the

larger, black-on-white plates but is it likely to conflict with any international requirements?

A. PREWITT
London, S.E.27.

Under the terms of the international convention, G.B. plates must measure $6\frac{1}{2} \times 4\frac{1}{2}$ in; they must be painted white and the black letters must be not less than $3\frac{1}{2}$ in in height. Plates differing from the specified pattern are tolerated by the majority of frontier officials but it is wise to remember that such a plate could mean a refusal of entry into a foreign country.

Plastic Repairs

IS IT POSSIBLE to repair a two-inch rent in the leg of my p.v.c. suit?

Market Harborough. T. STANTON

Manufacturers' of p.v.c. suits supply, through their agents, repair kits suitable for dealing with minor damage. Similar kits are obtainable from accessory houses. A kit comprises a strip of the material and some adhesive solution. If, however, a seam is torn the garment should be returned to the makers for rewelding.

Higher Compression

WITH THE intention or improving the performance of my overhead-valve five-hundred by fitting a high-compression piston, I realize that I may have to use a higher-grade fuel, but are there any other points to be watched?

K. A. WATERS
Scarborough.

In the first place, you should use only a maker's piston or one approved by them, to ensure that it does not touch the valves during the overlap period. It is likely that a step will have been worn in the bore at the top of the piston-ring travel. If the top ring of the new piston is even

a minute fraction of an inch above the level of the top ring of the old piston the ridge should be removed or there will be a risk of ring breakage. Some motorcycle workshops have the equipment to do this, or you can do it yourself if you are experienced in the use of a bearing scraper.

You may well find that slightly less ignition advance is necessary with the new piston because of the quicker combustion resulting from the raised compression ratio. If the running at low speeds is inclined to be rough, check the maximum speed, set the timing $\frac{1}{2}$ in retarded as compared with the standard recommendation, and try again. Excessive retard will, of course, adversely affect power at higher speeds.

Valve-seat Angles

ON SOME MACHINES the seating angle of the inlet valves is 30 degrees instead of the more common 45 degrees. Why is that so?

F. R. SMITH

Hoddesdon, Herts.

The 30-degree angle has the advantage of providing a slightly larger opening area at small lifts (up to perhaps one-third lift with normal proportions) than the 45-degree angle. Thus it assists volumetric efficiency to some extent. The smaller angle is not normally favoured for exhaust valves because of the weaker valve-head edge which results; at the high temperatures reached by exhaust valves, distortion could occur through hammering.

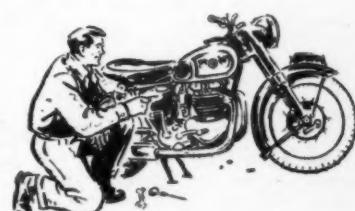
Carboned Silencer

MY MAICOLETTA 247 c.c. scooter has covered 5,000 miles since new and pinking is becoming more and more of a problem. The engine has been decarbonized three times in the past 4,000 miles but each time pinking returns at a shorter interval. Can you suggest the cause of the trouble?

P. HOBSON

Stockport.

In this particular case the pinking is caused by excessive carbon formation in the non-detachable cone near the inlet end of the silencer. The cone has at its centre a small hole and a modification recommended by the concessionaires is to increase its diameter to approximately $\frac{1}{8}$ in. This gives an easier passage to the gases even when the other holes in the cone are blocked. The holes can usually be cleared by soaking the silencer thoroughly in paraffin; if you have access to a compressed-air line use it on the cone after the paraffin treatment.



T.T. Notes and News

The Great Series of Isle of Man Races to Take Place on June 2, 4 and 6 : Many Competitors' Plans Already Well Advanced

TEED YOUNG'S latest E.T.Y.-Triumph had its first outings at Easter at Brands Hatch and Crystal Palace. Efforts to achieve improved penetration have been stepped up and the outfit is even lower than its predecessor: it measures only 28½ in to the top of the steering head, the highest point. The outfit was driven naked at Easter but the fairings should be completed very soon. Will the outfit be in the Isle of Man in June? Yes!

The frame is of all-welded construction and all the work has been carried out by Young. He is a welder who has access to machine tools (and the ability to use them) so that he is also responsible for all the turning and fitting.

As with the previous E.T.Y., the design is such that the pilot adopts a semi-prone position—semi-prone because he kneels on rubber-padded platforms on each side of the engine and gear box. The footrests are carried on rearward extensions of the frame and from the rests the rear-brake and gear-change pedals depend nearly vertically.

The main frame is of duplex design. The twin front down tubes are attached to the top of the steering head, run under the engine and gear box and are then bent upward to terminate at a cross piece to which are welded the frame top tubes. At their forward ends the top tubes are welded to the bottom of the steering-head tube. Gusset plates welded to the forward surfaces of the upward extensions of the bottom tubes support the pivot for the rear fork. The padded seat, the upper ends of the rear-suspension units and the abbreviated rear mudguard are attached to a triangulated, welded sub-frame.

Front springing is by means of a Norton fork, the top tubes of which are cut off short. Clamping the stanchions is a steering head bottom clip of Norton manufacture. The top clip is of light alloy and home produced. There is 3 in positive trail. A tubular extension piece welded to the front of the steering head carries the r.p.m. indicator and will be used also as a mounting for the fairing. Tyre size is 4.00 x 16 in front and rear.

As before, the 498 c.c. twin-cylinder engine and gear box are of Triumph manufacture. Fuel is carried in a light-alloy tank between the machine and side-car and raised by means of a diaphragm pump (driven from the timing-side end of the exhaust camshaft) to a small, cylindrical header tank mounted above the inlet rocker boxes. The oil tank sits on the gear-box plates and between the frame top tubes.

From Down Under

THREE NEW ZEALANDERS who are to compete in the Junior and Senior races arrived in this country last week. First of

The very low overall height of Ted Young's E.T.Y.—Special is clearly evident from this picture

Below: A detail of the E.T.Y. showing the shortened Norton front fork and the home-produced, light-alloy fork top clip and bridge



the trio was John Hempler who docked at Tilbury on the Monday. Hempler first came to Britain in 1955. His best T.T. performance was in last year's Junior when he finished 23rd on a Norton. The other Kiwis are Noel McCutcheon and John Anderson, who sailed into Southampton on Wednesday morning. Both made their T.T. debuts last year. Riding an A.J.S., McCutcheon was ninth in the Junior; Norton-mounted, Anderson finished 19th in the Senior.

That Man Flury

ONE OF THE several "unknowns" to have hit the road-racing headlines is Lawrence Flury who is riding Tom Arter's 7R A.J.S. and G45 Matchless. It is not generally known that Flury, who is 28, began his motor-cycle sporting activities as far back as 1950 when he rode a 1934 overhead-camshaft R7 A.J.S. in grass-track meetings and in the odd scramble. Grass-tracking gave place to road-racing in 1952 when the R7 was entered at Brands Hatch. The machine gave faithful service until 1955

when it was replaced by another A.J.S.—a 7R. Flury rode in the Manx Grand Prix in 1956 (54th in the Junior) and in 1957 when he finished 53rd in the Senior riding his A.J.S. His first major success was in the final meeting of the 1957 season at Brands Hatch when he finished fourth in the 350 c.c. race behind such notables as Minter, John Surtees and Alan Trow. Flury, who works for a light-engineering firm near his home at Gravesend, will be riding in the Junior and Senior T.T.s under Arter's expert guidance.

Latest Anelay Models

REMEMBER the beautifully made 122 c.c. Anelay two-stroke which Ken Martin rode in last year's Lightweight 125 c.c. T.T.? During the winter months the machine has been undergoing further intensive development. John Anelay has also been very busy building a one-two-five powered by a rotary-valve engine. Another new one on the stocks is an overhead-camshaft two-fifty. All being well, the machine will be ready in time for the T.T.

Cut-down 7R

AMONG THE MORE interesting home-built two-fifties being seen on the home tracks these days is Peter Green's cut-down 7R A.J.S. Responsible for the conversion is Peter's twin brother, Phil. Both are friends of Bob Geeson, have helped in the construction of the two-fifty twin R.E.G. and both will be in the Island in June, looking after the R.E.G. which will be ridden by Derek Minter.

The reduction in capacity has been achieved solely by shortening the stroke to 57 mm. The bore remains at 74 mm. Numerous modifications were made to the crankshaft assembly. Though the main-shafts and main bearings are standard, the flywheels were turned down to little more than bobweights. The original connecting rod was replaced by one from an S7 Sunbeam and it bears direct on the crankpin. The bearing shells are discarded. An external flywheel is fitted to the drive-side main-shaft.



On the left is Lawrence Flury who has sprung into prominence since coming under the Tom Arter banner.
On the right is another rider to watch, Tom Phyllis of Australia



To provide adequate lubrication for the plain big-end bearing, the oil pressure is increased to 80 p.s.i.—a step-up made possible by fitting a pressure-release valve on the feed side of the pump. At present, ignition is by coil but it is intended to fit a magneto in the near future.

Of welded construction, the diamond-pattern frame has a single top tube and twin front tubes and seat tubes. The A.J.S. front fork has been shortened by 4in and fitted with springs from a B.S.A. Bantam. Weight of the complete machine is a mere 220lb—and it is the intention to reduce that figure by a further 20lb.

Special Tuning

A FRANCIS-BEART-TUNED 1957 Norton will be used by Bob Rowbottom in the Senior—and a 1958 three-fifty for the Junior (also a Norton, not yet delivered) may pass through the famous tuner's hands, too. Steering-head fairings in polyester/glass laminate are awaited from Butler Moulded Laminates.

Cost and Officialdom

THE COST of competing will keep Fred Hanks on the mainland. In a letter explaining the financial difficulties he adds, "secondly, the attitude of certain officials towards competitors leaves a great deal to be desired." Another non-starter will be Ben Denton who has still not recovered full use of his right hand after his Alton Towers mis-

hap last year. However, good news is that he expects to be competing during the second half of the season—assuming he can lay his hands on machines, especially in the smaller-capacity classes. Racing men may care to note that Denton has several sets of castings for the Gilera-type front brake he used for the past few seasons with very good results.

Watch Rutherford

EX-FACTORY A.J.S. and Matchless models for the Junior and Senior races respectively are being eagerly awaited by Len Rutherford. Many people last year were saying "Watch Rutherford." He gained a bronze replica in the Junior, finishing 27th on an A.J.S. at 84.14 m.p.h.

No Fairing

LOUIS CARR will also compete in the Island. In the Junior he will ride a 7R A.J.S. and in the Senior a Norton. Last year he rode a Matchless in the Senior and a B.S.A. in the Junior. This year's models will be unstreamlined—the cost of fairings is too high for his pocket.

Islander to Island

KEN TOSTEVIN, that great enthusiast from St. Martin's, Guernsey, will compete in both the Junior and Senior on Nortons. He hopes to be able to lay his hands on an over-the-counter dolphin fairing but, failing

that, he will race the models in unstreamlined form. In 1957 Tostevin finished 18th in the Senior (at 88.16 m.p.h.) and 21st in the Junior (at 85.65 m.p.h.). Both rides brought him silver replicas.

IN ORDER to raise funds, the Vintage Club will once again run a draw on the Senior T.T. Club secretaries might care to note that books of 20 tickets, priced at 6d a ticket, are available from H. G. Tyrell Smith, 106, Bristol Road, Birmingham, 5.

Patland Cup Trial

IRISH trials champions Sammy Miller and Benny Crawford had to give best to the Dublin rider, Michael Tracey (497 Ariel), on Saturday when, on his home ground, he won the Leinster Club's Patland Cup Trial by a margin of 30 marks. There were 43 entries which included all the leading Irish trials riders and all but three started; one absentee was Geoff Duke who had gone to Germany to collect his B.M.W. for the racing season.

As usual the course consisted of four laps of a 10-mile circuit which reached almost to the top of Sugarloaf Mountain in County Wicklow; some of the observed sections, however, were altered from previous years. There were 25 to each lap.

Tracey rode 15 of the sections without penalty on every lap and in three others he got through with a single dab—a very fine performance. There was a close battle for the runner-up position between Miller (last year's winner) and Crawford in which the latter was successful by three marks.

On the opening lap there was a deal of congestion with the result that riders in the second half of the entry were nearly all late, whereas the earlier top riders had a couple or so minutes in hand on the schedule of 45 minutes a lap. However, things sorted themselves out as the trial went on and in the end 14 of the 29 finishers were on time.

Two Ulster riders who had been expected to figure well up had to drop out: J. J. Minnis (197 James) on the third lap and D. Kenna (346 Royal Enfield) on the Mountain on his last lap.

Patland Cup (best performance)—M. G. Tracey (497 Ariel), 888 marks gained. **Tredagh Cup** (best visiting rider)—B. Crawford (497 Ariel), 858

500 c.c. Cup—S. H. Miller (Ariel), 855. 350 c.c.

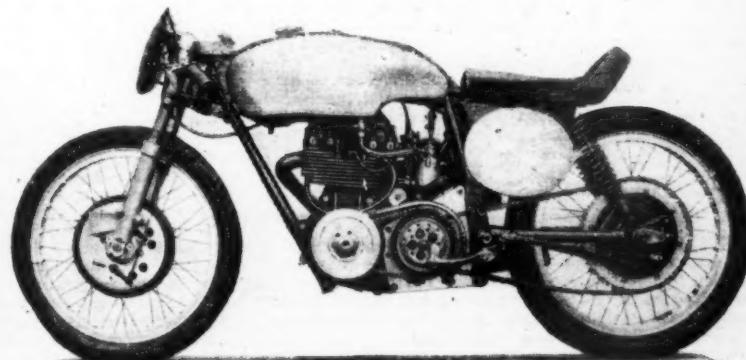
Cup—A. A. Cosgrave (Royal Enfield), 802. 250 c.c.

Cup—G. F. Corlett (Dot), 612. **Thomas Shanks Cup** (best Leinster member)—E. P. Gill (343 B.S.A.), 756. **Joe Morgan Trophy** (best veteran rider)—A. H. L. Archer (497 Ariel), 645. **One-**

make Team Prize—Ariel: Tracey, Crawford, Miller, Gill, Crighton (499 B.S.A.).

First-class Awards—P. T. Hill (348 B.S.A.), 792; B. G. Lamb (497 Ariel), 767; K. Keegan (348 B.S.A.), 740; H. C. Parkinson (499 Royal Enfield), 731; J. C. Dawson (348 B.S.A.), 728; W. J. Hutton (347 Matchless), 720; Crighton, 717; N. A. Bell (497 Ariel), 674.

Below are two shots of the Peter Green cut-down 7R. The outside flywheel is visible in the broadside view





"Am I serious? Darling, I will love you as long as Britain has an out-of-date road system!"

go into solution as the chromium ions are attracted to the cathode and neutralized. Before the solution can plate, hexavalent ions must be furnished (recent theory) but a chromium anode will not supply them; only the chromium trioxide solution will. The anode, therefore, is just to replace chromium ions taken from the solution.

KENNETH NORTON
Wolverhampton.

Experience of Electroplating Non-metallic Parts

I MUST take R. Wade (March 27) at his word when he says that he is not an expert. In the first place, a chromium anode is never used in chromium plating like a copper anode is used for copper plating. In the case of copper (and some other materials), the anode is of the metal which is to form the plating and it is gradually dissolved into the electrolyte to replace the copper which is deposited on the plated article (the cathode). In the case of chromium, however, the anode is of some other metal and, as the chromium is taken from the solution itself, the electrolyte must be replaced after a period of use.

As for the plating of plastic, it is not so ridiculous as at first

Letters to the Editor

Low Petrol Level

Better Running with Tank Two-thirds Empty

WITH reference to "Nitor's" piece entitled "One-gallon City" in your issue for March 27, may I offer the following comments? I own two motor cycles, a Golden Flash and a Douglas Mark V, both of which have the same characteristic: the engines always seem to run much sweeter when the petrol tank is down to its last gallon or so. I may add that all my experimenting with carburettor adjustments and different grades of petrol have had no effect, and it would be too much of a coincidence for the weather to be "moist" every time I am on the last gallon.

It could be that the Brummie lads also find that when the petrol is low in the tank there is an improved note in the engine, or perhaps they consider the machine is easier to handle when there is a lot of fresh air hanging about in the tank?

DOUGLASH
Hothfield, Kent.

Club Members' Attitude

Class Distinction at Annual Dinner

SOME time ago I wrote to you about the calm indifference of members of a club I wished to join. Now, through the courtesy of a friend, I have had a look at his club's magazine. In it is a letter from a member complaining about the class distinction at the annual dinner and other social functions.

I was under the impression that at all club dos you were one big, happy family, whether you were the works gaffer or the chap that sweeps up the yard. I am a keen follower of trials and usually ready to lend a hand to anyone in trouble; further, on a number of occasions I have taken a card in order to obviate a section being cut out through lack of observers. I have often thought of trying again to join a club in order to have a go myself, but with my previous experience and the I-am-holier-than-thou attitude of members I would prefer to remain . . .

HE WHO RIDES ALONE
High Wycombe, Bucks.

Plastic Components

Chromium Anode Not Used for Chromium Plating

WHILE I agree with the argument about chromium plating on plastic as put forward by R. Wade (March 27), his assertion that the plating bath must have a chromium anode is way off the beam. First, the electrolyte is a solution of chromium trioxide acidified with sulphuric acid. The cathode is the article to be plated and the anode is of lead.

For practical purposes lead is inert to sulphuric acid but will

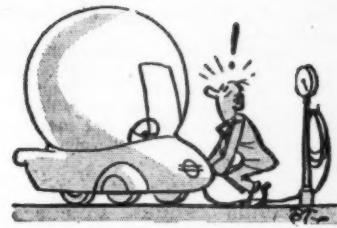
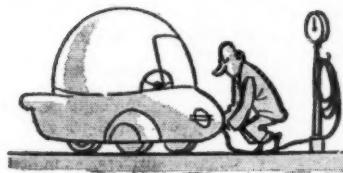
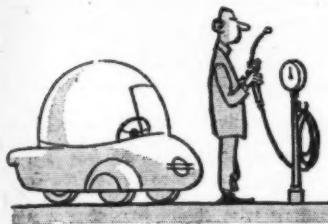


appears. I personally have electroplated non-metallic objects by first making the surface conductive by the use of graphite (in my case it was copper on plaster). I believe it is only a question of preparing the surface of the plastic and the problem is solved.

WAKEFIELD
KENNETH ASPINALL

Plated Plastic Components Produced Commercially

MAY I first reply to your correspondents who seem to have dismissed the subject of electroplating plastic components as being impossible or undesirable? Simms Motor Units produce for commercial vehicles headlamps with plated plastic reflectors; that proves the point of being a commercial proposition. R. Wade (March 27), in his inexpert attempt to prove otherwise, fails to appreciate the vast technical knowledge which is possessed by our manufacturers. Merely because plastics are used as insulators does not mean that they cannot be made conductors, in the same way that rubber is manufactured with conducting properties for special applications. One of the more obvious examples is the earthing of aircraft on landing, when the static electricity has to be passed to earth via the tyres.



To pass on to Frank Taylor whose letter appeared in the same issue, I should like to know how he managed to average 36 m.p.h. I can only assume that he was riding with both brakes on, unless the 200 miles were covered within the boundary of Todmorden.

Don't confuse me with a milk-bar cowboy, for I have no chromium and red, bottom-gear noise box; but I have made some trips on a 1951 123 c.c. B.S.A. Bantam. My brother and I, totalling some 20 stones, have Bantamed from Preston via Shap to Eamont Bridge, just south of Penrith, then through Patterdale to the top of the Kirkstone Pass in exactly three hours for the 92 miles. Trips of 250, 310 (and one of 479) miles have been completed regularly two-up as day rides. A. G. WEBSTER
Penwortham, Lancs.

Double Bends

Suggestion that Signs Should Indicate Severity

WHAT I have always considered would make an improvement to our road signs would be the numbering of double bends according to their severity or amount of drag, giving them a range from one to four. As far as night driving on strange roads is concerned the present indication might just as well be a question mark! How much safer it would be to know that one was approaching, for example, a one-three bend.

Fraserburgh, Scotland.

JAMES T. DUNBAR

Shaft Drive

Need Not be Much More Expensive than Chain

ONCE again we have the old, old tale that shaft drive is expensive to make. How true is this story? Several shaft-drive models have been produced in this country and I challenge anyone to tell me that they are expensive compared with comparable chain-driven machines. The S8 Sunbeam, for example, cost less than £275 and for that you got an overhead-camshaft twin as well as shaft drive. I contend that making a shaft is not much more expensive than making chain drive. It is only the tooling costs that would be heavy, but if a manufacturer were retooling for a completely new model in any case it would not amount to a fortune. Velocettes can do it.



And what is so complicated about mounting an engine across the frame? If you are retooling for a new model this again is simple. But torque reaction or some other hocus-pocus will throw a rider over the first hedge, say the critics. I have not observed any B.M.W. or Douglas rider licking his wounds after such a toss.

What about maintenance costs? The unbelievers cry out about the cost of new bevels. I contend that the man who has to replace worn-out bevels is as rare as the man who has to buy a new cylinder head every time his B.M.W. falls over.



I'm a pretty keen motor cyclist and I've met a few people with shaft-drive machines but never a man who had to replace the bevel gears. But how many rear chains does the average motor cyclist have to replace in five years, and how much does that cost him?

How about appearance? Look at the machines in any car park. Look at the dirty festoons of ill-adjusted chain hanging around the back end and then look at the smooth, chromium-plated shaft—or its smooth housing. DONALD WALTON
London, S.W.17.

Parking Lights

Resistance Affected by Filament Temperature

YOUR correspondent Bernard C. Kemp (April 10) is wrong in taking F. C. Wilson (March 13) to task. Mr. Wilson was right in stating that there is no easy way of calculating the consumption of a 12-volt bulb of given wattage on a six-volt circuit. Mr. Kemp has overlooked one important factor.

Taken separately, two of Mr. Kemp's statements are correct, namely, that the filament of a 12v 6w bulb has a resistance of 24 ohms and that such a resistance in a 6v circuit would pass $\frac{1}{2}$ amp. The factor overlooked is that the resistance of an element varies with its temperature: the lower the temperature, the lower the resistance. While, therefore, the 12v 6w bulb has a resistance of 24 ohms when working on a 12v circuit, its resistance is appreciably less on six volts because the filament is heated less; hence its consumption on six volts is more than $\frac{1}{2}$ amp. (Without realizing it, Mr. Kemp put his finger on this

very point in his reference to filament temperature and the candle power per watt.)

While the relationship between temperature and resistance is straightforward for, say, a tungsten filament (though it is complex in certain alloys), the difficulty lies in measuring the temperature. Therefore, as Mr. Wilson has said, there is no easy way of calculating the precise consumption of a filament operating on other than its rated voltage.

ROY MORTON

Croydon, Surrey.

Poisonous Exhaust Fumes

Action Needed to Lessen Diesel Danger?

WE have recently been informed by the medical authorities that diesel fumes are almost certainly injurious to the health of people exposed to them. As an ardent ride-to-work motor cyclist over the past 10 years I have noticed this menace growing in our midst. It probably affects people on two wheels most of all and I am sure that everyone knows what it is like to follow a diesel vehicle belching out black, oily smoke.

Surely we do not need to wait for further evidence before action is taken to ensure that filters are fitted to the exhaust pipes of these engines. When I started riding to work 10 years ago I used to enjoy the ride; now it is becoming increasingly unpleasant owing in part to these fumes. We are told that diesel engines should not emit black, oily fumes if properly main-

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

tained, but it seems to me that badly maintained engines have increased with the general increase of diesel vehicles on the road.

I would be the first to sign any petition to get this menace cleared up and I think that many other sections of the community who are directly affected would agree. The police, bus drivers, roundsmen and anyone who comes into contact with these dangerous gases in their day-to-day work would also surely welcome a successful conclusion to this problem.

Romford, Essex.

G. E. GOSTLING

Road Conditions and Time

Difference Made by Snow in a Known Trip

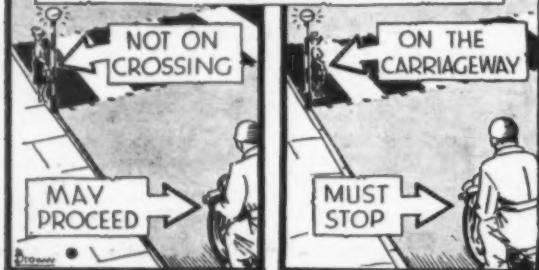
"IXION'S" paragraph concerning road condition and distance (March 27) intrigued me. At frequent intervals I travel between Sunderland and my home town of Sudbury in Suffolk. Of three trips made since Christmas, one was in heavy rain, one in snow and the last in continual sleet. On the second trip I started from Sunderland at 6 p.m., ran into snow at Scotch Corner, eventually left it at Stamford and arrived home at 10 a.m. Of the 16 hours, 13 were spent in slogging along—mainly in bottom and second gears owing to falling snow and the resultant shocking road surface—1½ hours were spent resting in the porch of Tuxford church and the remainder waiting for the right of way after the road had been blocked by a collision north of Stamford.

The mileage recorded by the speedometer was the same for all three trips. Incidentally, the trip usually takes about six hours in each direction on a 1952 Triumph Thunderbird, with one stop only to refuel. I would like to add that I enjoy every minute of it.

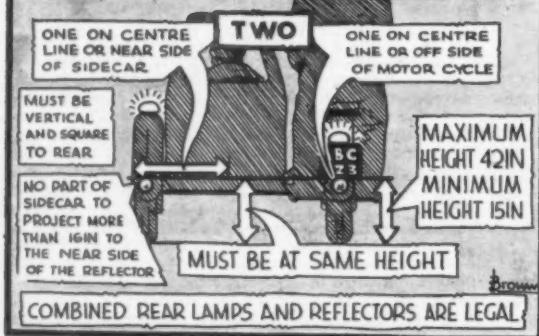
J. MORRIS
Sudbury, Suffolk.

Your MOTOR CYCLE and the Law

ANY PEDESTRIAN ON THE CARRIAGeway WITHIN THE LIMITS OF A ZEBRA CROSSING MUST BE GIVEN PRECEDENCE BY THE DRIVER OF ANY VEHICLE WHICH HAS NOT REACHED THE CROSSING



REFLECTORS REQUIRED ON A SIDECAR OUTFIT AT NIGHT



Police Behaviour

Uncalled-for Lectures at Roadside and Station

MY girl friend and I were recently travelling from Portsmouth to London when a squad car appeared from a side turning and signalled us to stop. Two policemen promptly demanded to see my insurance and driving licence, both of which, by an unlucky chance, had been posted off for renewal and were not in my possession at the time. Although I assured them of this, we were given a tedious lecture on what would happen to us if my statement proved to be false. Then, after ordering me to present the papers at my local police station and a last unsuccessful attempt to find a fault with my machine, they roared off (at well over the speed limit) and halted the next group of offending motor cyclists a little farther up the road.

When I presented the documents at the local police station, the sergeant read the charge: "A learner driver carrying a passenger and displaying no L plates"—and another stiff lecture on the error of my ways ensued. Even when I produced my licence to disprove the charge, no apology was given.

London, N.1.
"GREY DOMMIE"

Christened Machines

Standard Models Which Can Beat the Vee-twins

WITH reference to the letter from D. Frost (March 6), I sometimes wonder what on earth things are coming to. For the life of me I cannot understand why a rider should wish to refer to a motor cycle other than as a motor cycle, or maybe I have no soul. Or it could be that D. Frost gets carried away with himself. He needn't look sideways down his nose at these "natty plastic motif" machines any longer. As much as he may hate the thought, some of these machines are the equal of his mighty twin and without the inclusion of numerous amateur and so called improvements.

Today, anyone with the cash can buy himself a machine—perfectly standard and of less capacity—which will burn off the majority of these mighty but nevertheless ancient Vincents! B.F.P.O. 53.
"PROSERPINE"



to
A.J.S.

on these outstanding successes:-

Victory Cup Trial

Best Solo Performance **G. L. JACKSON**

Cotswold Cup Trial

Best Solo Performance **G. L. JACKSON**

Kickham Trial

Best 350 c.c. Class **G. L. JACKSON**

Bemrose Trophy Trial

Best 350 c.c. Class **G. L. JACKSON**

International Lamborelle Trial

Best Performance **G. L. JACKSON**

(Subject to official confirmation.)

All on MOBILGAS & MOBILOIL

On the Four Winds

By "NITOR"

MATTER OF WEIGHT Last week's first leading article discussed the question of machine weights in a general sense. One of the statements, if you remember, was that the 174 c.c. Swedish Husqvarna, scaling under 165 lb, was heavier than some of the models tackling the annual Epsom to Brighton adventure—the Sunbeam Pioneer Run. Here are a few facts you may find interesting. At the Stanley Show in 1904 (the Earls Court of that era) Humber exhibited a machine suspended on the end of a spring balance. And the reading on the balance? Just 72 lb! As the years passed and the motor cycle progressed beyond the motorized-cycle stage poundage figures increased. The Triumph for 1912 (an "average" machine, if there was such a thing at that time) scaled 180 lb. The Levis two-strokes about then came out at between 35 and 110 lb depending on the equipment. At the Pioneer Run Jim Sheldon described that model as the nearest thing of its day to the modern Husqvarna. Big twins of the period scaled between 200 and 270 lb and smaller-capacity twins under 200 lb. By 1914 the Triumph had gone up to 210 lb and the Levis to between 86 and 125 lb, while the Rex-J.A.P. weighed 278 lb. And so on we went, with weights increasing and increasing as design became more complex and reliability had to keep pace with performance. Give me a six-fifty scaling 350 lb dry and I will ask no more.

NEGATIVE TRAIL

Probably you spotted in "Sports News" for March 27 that the front fork on Bill Boddice's latest racing outfit has a slight negative trail. This item of news forms an interesting sequel to Vic Willoughby's and Eric Oliver's experiences (described in *The Motor Cycle* for February 27) on the beneficial effect of trail reduction on a road-going outfit. Eric, it will be recalled, was one of the first to experiment with really small trails and he finally settled on zero trail at full bump—about $\frac{1}{2}$ in positive at static-load position. That, he found, gave him the best compromise between lightness for cornering and directional stability on the straights. Cyril Smith has for some time been using a nominal $\frac{1}{2}$ in trail. Having visions of even so small a negative trail as $\frac{1}{2}$ in (Boddice's figure) causing the wheel to execute a sharp swing to full lock if deflected by a bump, I sought the views of one or two tyre boffins.

TYRE AND TRAIL

Two factors are involved in the self-centring effect on a sidecar front wheel: one, of course, is the trail and the other is what the experts call the self-aligning torque of the tyre—its tendency, because of distortion of the rubber, to resist deflection from a straight-ahead course. This self-aligning torque is far from negligible and so long as it is greater than the deflecting torque resulting from negative trail, the steering will be directionally stable. But the variations of these two factors with speed do not follow the same laws, so one can envisage a negative trail which gives stable steering at one speed but not at another. Also to be borne

in mind are changes in wheel loading through acceleration and braking, and in the trail itself through suspension movement; this last will naturally depend on the geometry of the fork used. It all seems rather complicated to me, with a fair amount of "suck it and see" thrown in.

SIAMESED EXHAUSTS

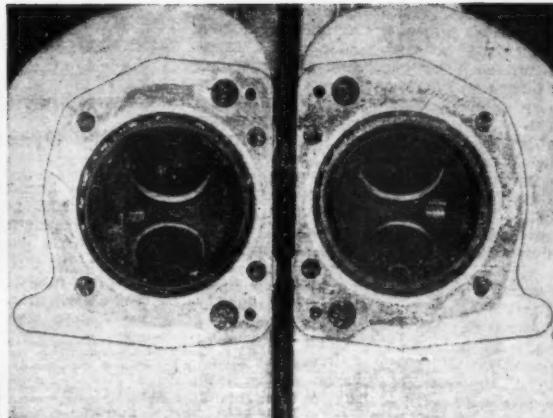
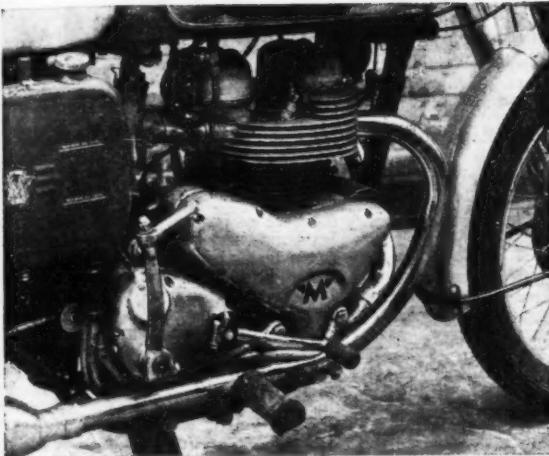
What are the odds that the siamesed exhaust system is due for a boom on four-stroke parallel twins? I suppose that the post-war Sunbeam was the first in the field but, of course, separate pipes would hardly have been practicable on a longitudinal-crankshaft layout. Discounting a few special I.S.D.T. models where weight had to be minimized and accessibility was at a premium, the Triumph Trophy was next, followed by the Sports Twins from Plumstead. (Each pair of pipes on the Ariel Four is also, of course, siamesed.) Then, within two weeks, we get four new models so equipped—the Norton Nomad enduro for the U.S. market, and the three roadster Royal Enfields. Just about two years ago my colleague "Micrometer" dilated on the considerable merits of the siamesed exhaust system—it can be lighter, quieter, less costly, give better accessibility and even result in more power. "Micrometer" advocated its use, especially for sidecar outfits where the lack of symmetry was no disadvantage. Now that the ball is really rolling, let us hope that it will gather momentum.

THAT MATCHLESS

After riding Vic Willoughby's ton-in-the-hour Matchless (see pages 462-465) to the factory following a further 400 miles of road work, Alan Baker was present last week when the engine was stripped. His first impression was of the remark-

A member of the A.M.C. inspection department checks the stroke of the Matchless engine under the watchful eye of the Technical Editor



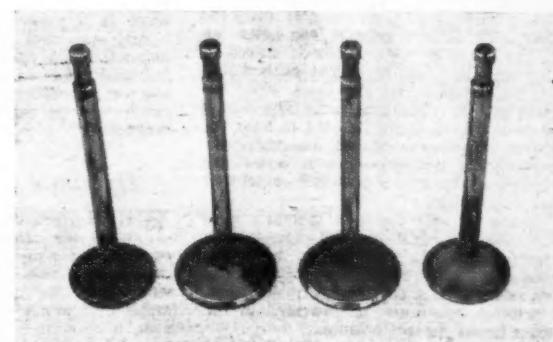


Above left : Oil tightness was first class. Above : The greater quantity of oil reaching the right cylinder is clearly shown by the darker colouring of the combustion-chamber deposits. Valve-seat condition was excellent. Below : The slight coking bias is again indicated by the different appearance of the two sets of valves, particularly the (smaller) exhausts

ably oil-free exterior of the power unit which had not been cleaned since before the M.I.R.A. trip. In spite of the flogging, the only seepage that could be detected was from the forward end of the primary chaincase and from the gear-pedal bush; even those leaks were minute. When the cylinder heads came off it was seen that, as is usual on these engines, the right cylinder had been getting slightly more oil than the left. There was some carbon—probably acquired during the later road mileage—but the general condition up top was exemplary. Exhaust valves showed no signs of excessive heat and light grinding would quickly have restored the seats to pristine condition. Both plugs were fit for many thousands more miles.

TIMES HAVE CHANGED Lifting the barrels revealed that the rings were free and the state of the pistons was excellent save for slight picking-up on the thrust face of the right piston. In case anyone should suspect a larger capacity than 592 c.c., measurement by the inspection department confirmed that, at 72.8mm, the stroke was as catalogued; bores, too, were the nominal 72mm, and wear on their thrust axes was less than 0.00075in. The skirt of the left piston was still within manufacturing limits but, because of the picking-up, the other piston was nearly half a thou down. Cams, followers, rockers and gudgeon pins were as near perfect as makes no difference and no wear could be detected in main or big-end bearings. Primary chain adjustment was still spot on. In short, the engine was pulled down merely for interest's sake. And to think that not so many years ago it was rare for any parallel twin even to top a genuine 100 m.p.h.—far less maintain it for an hour.

ANOTHER PROBLEM ! Many of the readers who provided answers to the lubrication problem I posed in the issue dated March 27 suggested that I should pass on similar teasers whenever they arise. And it so happens that S. D. Smith, of Greenford, Middlesex, ended his letter by presenting a problem of his own. Here it is, in his words, "I have a 125 c.c. two-stroke which has a maximum speed on the level of about 42 m.p.h. Its mileage is about 17,000. Until recently the engine would start readily and accelerate normally up to about 30 m.p.h. At 35 m.p.h. the power would fade and the engine begin to run very irregularly. On occasions it would cut out altogether—almost as if the ignition had failed. But the ignition system was checked and everything found to be in order.



The engine was decocked (though the barrel was not disturbed) and the silencer cleared with a $\frac{1}{2}$ in-diameter rod in accordance with the manufacturers' instructions. The carburettor was dismantled and cleaned. For the first few miles after all that a cure seemed to have been effected, but soon the trouble was as bad as ever. A repeat check was made and again no fault was found." So there you have it. I know the answer but I'm not publishing it today. Let me see what you have to say about it first!

THAT MAN CAN RIDE

I see him most mornings, as he emerges from a side turning in Kingston and joins part of my route to London. In his fifties, I would say, he is always immaculately turned out, always on the same spotless LE Velocette, always occupying just the right section of the road. Even admitting that the LE's exhaust whispers so softly, that man is just about the most unobtrusive rider I know. I have never heard the LE's horn. His hand signals are clear without being ostentatious. His gear changes are executed in very leisurely style—indeed, everything he does appears to be done without haste. Yet he wastes no time and, on bigger machines, I am content to shadow him until our routes diverge. I have no idea who he is. But should he read these words I hope he will accept them as a compliment. He is a motor cyclist of the old school—and I doff my helmet to him.

MODERN precision engineering usually takes care of the accuracy of mating joint faces so that motor-cycle components such as crankcase and gear-box castings and their end covers make faultless, oil-tight, metal-to-metal joints when new. If, however, there is any doubt about the effectiveness of the seal after it has been dismantled, the accessory shops sell a variety of jointing compounds, although there is nothing very noticeably better than a thin smear of fish glue or any similar kind of household sticky stuff, always excepting the cellulose materials.

When joint washers are used it is generally in connection with large cover plates of light section which tend to buckle between the fixing screws. If a substantially flanged metal-to-metal joint persistently leaks, however, it may be cured by fitting a joint washer made from ordinary newspaper. It is so thin that it does not increase end float to any appreciable extent, although it fills any slight score marks and the minute irregularities through which an oil weep finds its way.

To make a newspaper gasket, take an uncrumpled piece and cut it roughly to the required outside shape with scissors and then lay it on the cleaned joint face. Cutting to exact shape is done by tapping lightly with a ball-peen hammer along the sharp edge of the metal. Bolt holes can be made by the same method; indeed, if they are done first the paper pushed into the holes will locate the sheet while the main outline is being tapped. The merest trace of fish glue can be used to hold the gasket in position during assembly; the glue should be thinned with water and applied by means of a small camel-hair painting brush.

When fitting a paper washer to a joint designed for metal-to-metal contact it is essential to note that no oil holes are blanked off. If there is an oil lead from, say, one half of a component to the other, a suitable hole must be provided in the paper in the correct position.

Stainless Steel

STAINLESS steel is virtually non-magnetic so it is easy to identify it with a magnet. Any steel part that is not attracted to a magnet can be assumed to be of the stainless type. This is very useful when dealing with a set of valves of unknown origin: if some of them do not respond to a magnet they will be special exhaust valves. By the same token, if anyone offers you what he describes as KE965 exhaust valves and they jump to meet your magnet, you can laugh them (and him) aside!

Magnetized Tools

A MAGNETIZED screwdriver can be a very useful when assembling inaccessible items. A steel set-screw or the like can be held on the tip of the blade, making it easy to offer up the screw to the required position. Such a tool is also useful for fishing out small nuts or washers from the awkward corners into which they invariably drop.

Of course, it has to be admitted that a magnetized tool can also be a great

Oil-tight Joints

Newspaper to the Rescue : Those Awkward Screws : Work on the Dynamo : Zip Lubrication

By "WAYLAND"

nuisance by attracting to itself an assortment of screws, nuts, washers and filings from the bench top. It also sometimes happens that a piece nicely positioned by the tool's aid insists on following it out again when it is withdrawn. Accordingly, a magnetized screwdriver should be provided with a sleeve of brass, copper or



Workshop asset : a magnetized screwdriver

rubber tube which is an easy sliding fit on the shank of the blade; the sleeve will serve as a pusher-off.

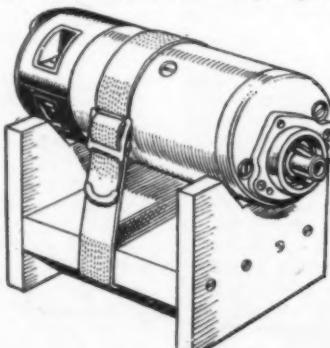
Any steel tool of good quality can be magnetized by stroking it with a magnet. It should not subsequently be kept in a box or roll with other tools or the final result will be that the lot will become magnetized.

Dynamo Bench Cradle

WHEN overhauling a dynamo, or even just for cleaning or renewing its brushes and scraping the dust out of the commutator slots, it is better to do the work with the dynamo on the bench rather than *in situ* on the machine. However, a dynamo is apt to roll about and may be damaged if it falls to the floor, so a proper method of holding it should be contrived. A dynamo should certainly not be held in the vice and it is worth while to knock up a simple fixture or cradle even for a very occasional job.

A sound piece of wood about 1in thick and 4in square acts as a base and two end pieces, also 4in square and not less than

A home-made bench cradle for holding the dynamo



1in thick, are needed. The ends are nailed or screwed to opposite edges of the base to project about 2in above and 1in below the top and bottom surfaces. In the upper parts of the ends vee-notches about 2½in wide are cut so that the dynamo can rest firmly in them; it can be rotated to the best position for access and held by a webbing strap.

The short lower projections of the end pieces act as feet and provide clearance for the strap; they can also be gripped in the vice if that gives a more convenient working height and position. (Note to A.C. generator enthusiasts: there are still a lot of dynamos about!)

Chain Link Hint

DURING adjustments it was necessary to shorten the chain of an ultra-lightweight model and a new connecting link was also needed. The chain size was $\frac{1}{2} \times \frac{3}{16}$ in and unfortunately there was no connecting link of the correct size to hand. However, among an assorted lot of spares there were a few bits of $\frac{1}{2} \times \frac{1}{8}$ in chain which is a size that seems to have dropped out of the book. A connecting link of this size appeared to be identical in every way except, of course, that the rivets were $\frac{1}{8}$ in too long.

Obviously an extra side plate pushed on to the rivets of the connecting link before joining up the ends of the chain would take up the excessive side play but that would mean knocking one off an unwanted link and reaming out the holes to pass over the shoulders of the rivets. Time was pressing, so a temporary alternative was to place a 2BA brass washer on each rivet next to the fixed side plate.

Zip Fasteners

LIKE all other metal-to-metal devices, zip fasteners work all the more sweetly for a spot of lubrication. Naturally a zipper on a garment cannot be flooded with oil, nor must it be too generously greased, but there is nothing against the judicious application of some kind of oiliness. A fastener that feels rather harsh in action can quickly be made to work more smoothly if a greased finger is run down the teeth or, if the location will permit, a spot of engine oil can be dropped into the slider. If the slider is then run the full length of the zip a few times, the benefit will at once be apparent.

This attention should be given especially to the side fastenings of boots or the ankle zips of leggings, since they ordinarily collect quite a lot of water and grit. Probably the best lubricant of all is white zinc-base grease: it is very resistant to water and is clean and unnoticeable even if it strays on to unwanted places.

More than double your mileage between de-cokes with



TWO STROKE MOTOR OIL

YES, this is the plain truth about Esso Two Stroke Motor Oil . . . it more than doubles your mileage between de-cokes! And the reason for this outstanding performance is simply that Esso Two Stroke Motor Oil cuts carbon formation and minimises fouling of plugs and ports.

But that's not all. Esso Two Stroke Motor Oil gives you longer engine life, plus better starting, plus smoother running because it is self-mixing and blends instantly in your tank. Furthermore, it stays blended and does not separate out like ordinary motor oils, so your engine is always fully protected.

No wonder leading British and Continental two-stroke engine manufacturers recommend Esso Two Stroke Motor Oil. They have proved for themselves that it is the finest oil there is for two-stroke engines.

The very next time you fill up, look for the Esso Two Stroke Motor Oil Dispenser or for the ready-mixed Esso Petrol/Esso Two Stroke Motor Oil Pump. You can also buy Esso Two Stroke Motor Oil in handy pint and quart cans if you prefer.

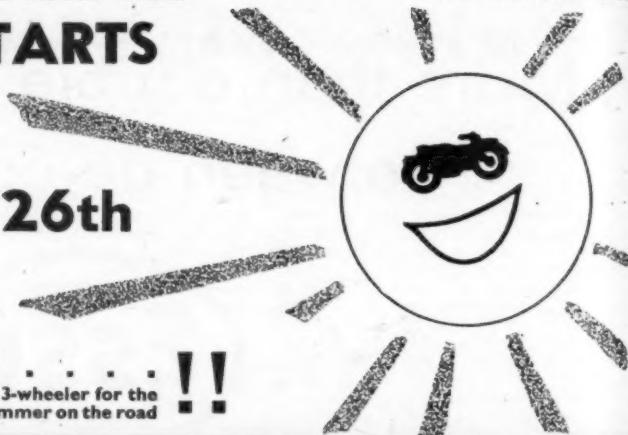


*Ask for it
at your local
Esso Dealer*

SUMMER TIME STARTS

APRIL 20th

WHITSUN - MAY 26th



THERE'S NOT MUCH TIME

Hurry along and get your motor bike, scooter, car or 3-wheeler for the holidays. Get it from King's and be sure of a carefree summer on the road

!!

KING'S OF OXFORD KINGS

HUGE STOCKS READY at ALL KINGS Branches

1,000

NEW SCOOTERS,
MOTORCYCLES,
SIDECARS,
3-WHEELERS & CARS

ALL THE BEST
MAKES AND
MODELS!

for
**IMMEDIATE
DELIVERY**

10

MINUTES VISIT
If you can pay us a visit, in 10 minutes you can be away on the machine of your choice—it's as easy as that.

24 HRS. POSTAL SERVICE
If you can't call, the bike of your choice will be on its way to you within 24 hours.

5,000

USED POSTWAR AND
FULLY
GUARANTEED
MOTORCYCLES
SCOOTERS, CARS,
COMBINATIONS AND
3-WHEELERS

See your nearest branch

NOW

NO GUARANTORS REFERENCES ! ENQUIRIES !

No costly insurance, no fuss or restrictions just a straightforward deal between friends.

HIGHEST EXCHANGE

allowance given on your present Motorbike, Scooter, 3-Wheeler or Car in part exchange for one of KING'S bargains. H.P. accounts settled if you wish.

GUARANTEE

There's a written guarantee on every postwar motorcycle & scooter bought from KING'S.

PAYMENTS INSURANCE POLICY

Just in case it happens, this service of KING'S ensures that payments are actually made on your behalf if you should become unemployed, ill or meet with an accident.

YOU'RE SO SAFE
AND YOU'LL SAVE

£££'s at

KING'S
OF OXFORD

for your 1958 transport

19

BRANCHES

Wherever you live there's a King's Branch within a few miles of your home. Look in at your local branch and see for yourself the bargains we offer.

OXFORD

P.O. Box No. 9, New Road

MANCHESTER

770 Chester Road

BIRMINGHAM

18/20 Bristol Street

WOLVERHAMPTON

1 Birmingham Road

HALIFAX

25 Horton Street

HASTINGS

Norman Road, St. Leonards

GLASGOW

55 Hamilton Road, Tollcross

BLACKBURN

25 Penny Street

LEICESTER

Belgrave Gate

WORKSOP

Carlton Road

PLYMOUTH

Wolseley Road, Milehouse

BRISTOL

Stokes Croft

HEANOR

34 Market Street

SLEAFORD

30 Boston Road

LUTON

Park Street

BRIGHTON

75 Grand Parade

BURY

43 Bolton Street

BOLTON

122 Moor Lane

LEIGH

Market Buildings

POST THIS NOW TO KING'S

I'm thinking of buying a.....

Please send me list and all the gen for a deal to save me £££'s.

Name

Address

B/17/4



1 NSU Max Motorcycle
£236.10.5 incl. P.T.

2 NSU Prima Five-Star Scooter
£239.14.3 incl. P.T.

3 NSU Prima 150 cc Scooter
£201.3.2 incl. P.T.



RENNED the world over for Max motorcycles, NSU machines have a reputation for performance on the road that fully lives up to their smart appearance in the showroom. Whether you finally choose the record winning Max, the new powerful Prima Five-Star or the attractive Prima 150 it's good to know that you are buying the best. NSU makes you independent of public transport — saves you money all the time!

FOR YOU WHO KNOW-IT'S

Mixed Bag at Mallory

Bob Anderson (Norton) Wins Major Races at Nottingham Tornado Meeting : Vast Entry Provides Seven Hours of Sport

SOMETHING for everyone was offered by the Nottingham Tornado Club at last Sunday's Mallory Park meeting; for into nearly seven hours of road racing were packed many solo heats and four finals, two sidecar events and a vintage race. So vast was the entry that the three-fifty men, 150 in all, were split into six heats—and there were no fewer than 78—yes, 78!—entries for the once-neglected 250 c.c. class.

Front-rank line-up for the 250 c.c. final promised first-class scrapping, for it included the fleet Velocettes of Percy Tait and Joe Murgatroyd, and the N.S.U. trio of Fron Purslow, Mike Hailwood and J. D. Hamilton. Purslow rocketed into the lead from the start and was never harried, but behind him Hailwood, who had started poorly, fought his way through

Anything can happen in a vintage race—even to the starter's flag flying off its staff! Riding, respectively, 1927 and 1929 348 c.c. Velocettes, Howard German and F. R. Cramp soon left the rest of the field far astern—but it was not to be German's race, for a dropped valve on the sixth lap ended his effort the expensive way. Cramp pressed on steadily, eventually lapping all but the second and third place men.

Star of the two 650 c.c. events was Bob Anderson (Norton). In the first he passed the initial leader, Ferbrache (Norton), on the second lap, and went on to win by just under 4s from the dashing Bruce Daniels (Norton), with Fay a good third. Making no mistake in the second event, Anderson led from the first bend but Fay, eventually to be second man home, had to

fight his way past Ferbrache and J. R. Holder (Norton). Ferbrache later lost ground to Daniels and Bob Lawrence (Norton), to finish sixth.

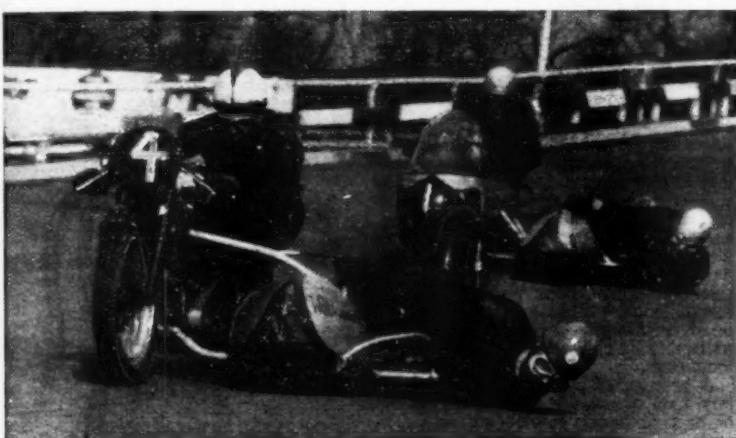
Earlier had come the sidecar handicap, in which Charlie Freeman and Bill Boddice occupied the rearmost positions on the grid. Bill began to make his way forward, but on the third lap the engine began to cut out; on right-hand bends, he lost ground and never again came into the picture. Meanwhile interest lay in Freeman's steady climb; by the penultimate lap he was third, and on the last tour he snatched second place from Cheney—but Owen Greenwood (Norton), who took the lead at the halfway stage, was too firmly ahead to be caught.

250 c.c. Race (10 laps)—1. F. Purslow (N.S.U.); 2. S. M. B. Hallwood (N.S.U.); 3. P. H. Tait (Velocette). **Fastest Lap**—Purslow, 77.34 m.p.h.; 2. S. M. B. Hallwood (N.S.U.); 3. P. H. Tait (Velocette). **Sidecar Scratch Race** (10 laps)—1. C. Freeman (Norton); 2. G. de Orfe (Norton). **Fastest Lap**—W. O. Boddice (Norton), 76.68 m.p.h. **350 c.c. Race** (10 laps)—1. R. Fay (Norton), 80.92 m.p.h.; 2. R. H. F. Anderson (Norton); 3. P. Ferbrache (Norton). **Fastest lap**—Fay, 82.65 m.p.h. **Vintage Race** (15 laps)—1. F. R. Cramp (1929, 348cc. Velocette); 2. J. R. Holder (Norton); 3. J. Whiffler (1930, 490cc. sidecar). **350 c.c. Sidecar Handicap** (10 laps)—1. R. E. Cheney (Norton); 2. G. de Orfe (Norton); 3. P. Ferbrache (Velocette). **Fastest lap**—H. D. German (1929, 348cc. Velocette), 75. m.p.h. **550 s.e. Race** (10 laps)—1. R. H. F. Anderson (Norton), 82.05 m.p.h.; 2. B. J. Daniels (Norton); 3. Fay. **Fastest lap**—Anderson, 84.67 m.p.h. **Sidecar Handicap** (10 laps)—1. R. E. Greenwood (Norton), 73.88 m.p.h. **250 c.c. Race** (10 laps)—1. C. Cheney. **Fastest lap**—Freeman, 76.40 m.p.h. **Second 650 c.c. Race** (10 laps)—1. Anderson, 82.68 m.p.h.; 2. Fay; 3. J. R. Holder (Norton). **Fastest lap**—Daniels, 84.97 m.p.h.

Bathurst T.T.

PERFECT weather conditions favoured the Bathurst T.T. road-race meeting held on the Mount Panorama circuit, New South Wales, Australia, on Easter Saturday. Eric Hinton (Norton) won the Senior event by over a minute and would have been victor in the Junior but for a seized gear box. Though an easy winner in the 650 c.c. sidecar event, Bernie Mack (Norton) could not match the speed of the 998 c.c. Vincents of Sandy McCrae and Jack Ehret in the 1,000 c.c. race.

115 c.c. Race (16 miles)—R. East (MV Agusta), 14m 15s; 2. K. Carruthers (B.S.A.); 3. G. Bickart (B.S.A.). **150 c.c. Race** (14 miles)—1. R. East (MV Agusta); 2. D. Shinn (Velocette); 3. E. Carey (Velocette). **350 c.c. Race** (48 miles)—1. R. Miles (Norton), 3m 5s; 2. E. McGuire (A.J.S.); 3. K. Carruthers (Norton). **500 c.c. Race** (48 miles)—1. E. Hinton (Norton), 3m 56s; 2. R. Miles (Norton); 3. G. Colley (Matchless). **650 c.c. Sidecar Race** (24 miles)—1. B. Mack (Norton), 21m 10s; 2. K. Riley (Norton); 3. O. Salter (Norton). **1,000 c.c. Sidecar Race** (24 miles)—1. S. McCrae (Vincent), 20m 22s; 2. J. Ehret (Vincent); 3. B. Mack (499 Norton).

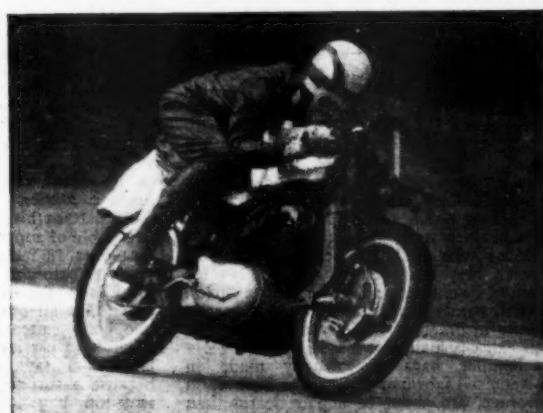


Above: C. Rowbotham and D. E. Flynn, respectively passengers to P. Wallis (B.S.A.), leading, and G. de Orfe (Norton), sweep the road in the Sidecar Scratch Race

to challenge—and to beat—Tait for second place.

In third place on the opening lap of the sidecar scratch event, Bill Boddice soon pressed through into the lead—but he stayed there only briefly; on the seventh lap, a broken chain stopped him on the back straight. A safe second until then, Charlie Freeman (Norton) was left comfortably ahead of R. E. Cheney (Norton). Selecting finalists for the 350 c.c. race by speeds recorded, instead of by heat placings, brought together the real pick of the entry. Ray Fay (Norton) lost no time in establishing himself up front, while Bob Anderson (Norton) stayed second throughout. Third in the opening stages, Alastair King (Norton) later was displaced by Peter Ferbrache (Norton). Fifth place until the final lap was held by Harry Hinton (Norton), but a brush with the banking bent the gear pedal and he toured in to retire.

Right: Winning style displayed by Fron Purslow (N.S.U.) in the 10-lap 250 c.c. event. He took the lead at the start and held it throughout



Everything Aboard

By JIMMY SIMPSON Jnr

"HOW on earth are you going to tote your gear?" I have been asked that question not once but dozens of times. Don't imagine that I've been able to trump up a different answer on each occasion although there are a good many ways in which luggage can be carried on a motor cycle. Of course, a set of panniers takes a lot of beating.

Cheapest pannier equipment available is undoubtedly that of ex-W.D. origin. Complete with frames and webbing bags measuring approximately $14 \times 15 \times 5$ in., a set costs somewhere in the region of £2 5s. The bags, though not 100 per cent waterproof, can be made so by treating them with Nev or some similar product. However, remember that you may have to make up the attachment fittings yourself—an easy enough task for someone able to use a drill, hacksaw and file, though a job which may call for a fair amount of thought and careful measuring.

Nowadays the accessory market abounds



As an alternative to an aerolastic a chain of rubber bands can be used

in pannier sets which can be supplied with fittings tailored to suit practically every type of motor cycle made. A tip worth remembering when buying is to find out beforehand whether or not fitting entails drilling holes in the rear mudguard. There is much to be said for the sets which just bolt straight on. Naturally enough, the quality depends on the cost which may range from, say, £5 10s for canvas bags to over £13 for plastic boxes. Furthermore some sets embody a carrier while in others a carrier may be listed as an extra (usually for about £1 5s).

Pannier bags are usually made in plasticized fabric or canvas; the former, on average, are about 8s a pair dearer than the latter. The plastic material definitely



Best way of carrying your camera is slung round your neck and inside your riding gear

scores on the grounds of appearance and weatherproof qualities. Generally speaking, a soft pannier bag will hold more clover than will a rigid box of the same dimensions. Chief disadvantages of the, admittedly, cheaper bag are that it is likely to be shorter lived than the box and never looks so smart—an important consideration when you're walking into that seaside hotel. A final point to keep in mind is that the bags or boxes should preferably be easily detachable from their mountings.

A practice adopted by some folk is to buy a set of pannier frames and, instead of bags or boxes, employ ordinary suitcases. This dodge has many attractions, not the least of which is that if you already have a couple of suitable cases you save the cost of the bags.

When fitting panniers the golden rule is to position them as far forward as possible and thus keep to the absolute minimum the amount of weight behind the rear-wheel spindle. Too much rearward weight may upset the model's handling, especially at high speed.

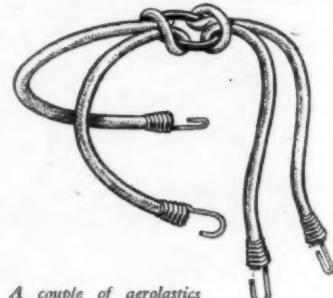
What if the budget will not run to a set of panniers? Well, there is always a luggage carrier. A really good carrier may cost anything up to just over £2 and is capable of supporting a prodigious load. Just over 18 months ago my wife and I spent a fortnight in the Isle of Man (the draw was the Manx Grand Prix) and practically all our kit was crammed into two hefty suitcases lashed, one atop the other, to a carrier by an octopus of aerolastics. I say practically all our gear because a surprising amount went into a tank-top bag improvised from an old Army pack—one of the large kind.

PRACTICAL SUGGESTIONS FOR PACKING AND CARRY- ING YOUR KIT

The pack had two pairs of buckles (one at the top and one at the bottom) for the webbing shoulder straps. It was laid on the tank (protected from scratches by a piece of carpet underfelt) with the openable end facing forward and was secured at the front by looping one of the webbing straps underneath the steering head and threading the ends through the topmost buckles. The rear (i.e., the bottom) of the pack was fixed by the second strap which was run beneath the rear of the tank. Additional security was provided by a couple of aerolastics.

From the point of view of weight distribution the two-cases-on-a-carrier scheme is far from ideal. On that occasion, however, it was the only way out but, apart from my having to take matters easily on the swervery, the system worked very well.

In the absence of panniers and carrier, humping your holiday gear may present a bit of a problem. In these circumstances the tank-top bag is essential and it



A couple of aerolastics looped round a metal ring make a handy accessory

can be augmented by a holdall secured to the rear part of the dual-seat if the machine is to be ridden solo or, if you are taking a pillion passenger, the holdall can be placed lengthways on the rear mudguard and secured by aerolastics. As with the tank-top bag, a piece of carpet felt will take care of the paintwork. Remember that the average holdall is not waterproof. Wrap it in a piece of oilskin or an old groundsheet.

Many enthusiasts favour the expedient of buying a couple of Army packs (obtainable for between 10s and 12s) and lashing them pannierwise one on each side of the rear wheel. The drill is to link their top buckles by short webbing straps which rest on the mudguard under the rear part of the dual-seat or the pillion. The bags are secured by aerolastics and are kept clear of the wheel by the mudguard stays

and frame rear members. This ruse has the merit of providing luggage capacity equal to that of a pukka pannier set but, on the debit side, the packs are liable to become abraded and the paintwork rubbed unless special precautions are taken. Above all, care is necessary to ensure that there is no chance of the packs working loose.

Carrying a heavily laden rucksack on your back is not to be recommended—the weight can become almost unbearable after a couple of hours on the road. If you must hang the thing on your person, carry it on your chest with the straps loosely round your shoulders so that the bulk of the weight is supported by your thighs and the rear part of the tank—and remember about the tank enamel.

In addition to carrying clothing and personal knick-knacks, the camper must also find room for his tent, food and cooking utensils. Easiest way of transporting a tent is to wrap it (less poles) in the groundsheet or pack it in an Army kit-bag (obtainable at most government surplus stores) and place the bundle athwart the panniers. The tent poles can be fixed to the outside of the bundle. If your machine has legshields, therein lies a ready-made place for the poles which can be retained in spring-type tool clips attached to the inside faces of the shields. If the tent is small you will probably find that the cooking apparatus also will go inside the kit-bag.

Carrying luggage on a scooter may present more of a problem. However, there are carriers available to suit most scooters, some of which can be equipped with panniers. Where the machine has a flat floor the space available will usually accommodate a parcel or haversack. Again, the rear face of the weathershield may present possibilities.

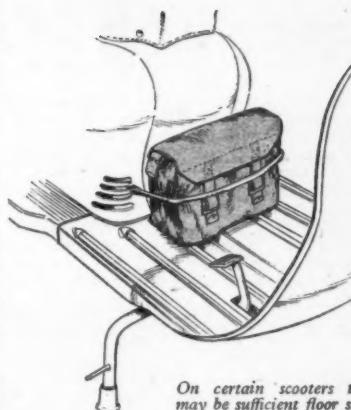
Of course, the sidecarist is in the best position of all. Sidecar boot and nose will more than likely provide enough space and the small folding pannier for Junior can always be stowed on the roof. Still short of space? Making an external rack for the boot lid should not present too much difficulty.

When fixing gear on the machine, never

use rope or string: it is liable to shrink when wet, stretch when drying and chafe through. Leather or webbing straps are well up to the job but best of all are aerolastics which are cheap to buy, easy to use and never slacken off. Rubber bands cut from an old inner tube and looped together to make a chain are equally satisfactory though not so neat.

Having decided how to carry your holiday necessities, the next step is to settle on what you are going to take. A day or so before the holiday is due to begin I always make a list of all the things I feel I'm likely to need. Further thought on the subject invariably causes me to cross out about one-third of the items—the shorter the list, the easier the packing problem. It is really surprising how short such a list can be.

Last year my wife and I went on a seven-day tour of the West Country. Our total wardrobe consisted of a suit, two dresses, two pairs of shoes, two sweaters, three shirts, pyjamas, a change of under-clothing, socks, handkerchiefs and wash-



On certain scooters there may be sufficient floor space to accommodate a small bag



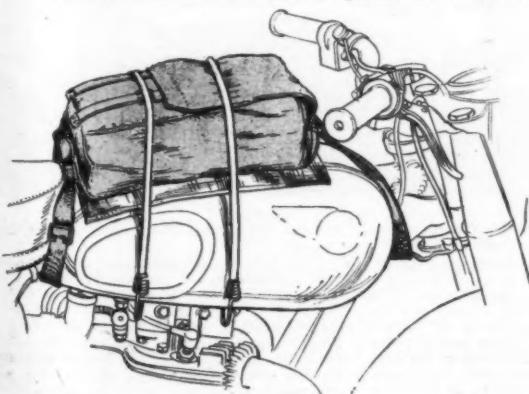
With many machines it is possible to lash a hold-all lengthways to the rear mudguard

ing and shaving tackle. The lot went into one carrier-borne suitcase and a tank-top bag. Only item carried personally was the camera—slung round my neck and inside my riding coat. As it happened that list could have been pruned. I brought home a clean shirt! Had the tour been for a fortnight the list would have been longer. Even so, I reckon that our needs would have been met by a pair of decent-size panniers, the tank-top bag and perhaps a small holdall or case.

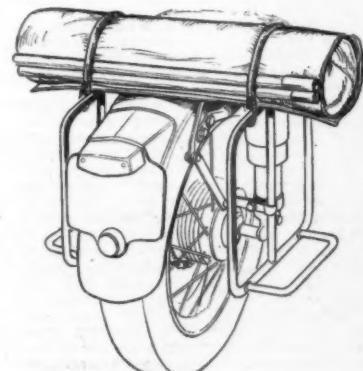
One of the most important aspects of this luggage business is packing the gear. Good packing means that you get in as much as possible in such a way that at journey's end the garments look as smart as at the start. Therefore pack carefully and tightly. Loosely packed clothes jostle about and are liable to chafe through.

Shoes and other heavy items (hair, clothes and shoe brushes) should always be put in first. Space can be saved by stuffing shoes with socks, handkerchiefs and ties. Collar studs and cuff links are best placed in a matchbox or tobacco tin; carried loose they are almost certain to be lost. Toilet articles should be put in a

An Army pack fixed by webbing straps run under the steering head and the rear of the tank. Aerolastics provide additional security



The tent can be wrapped in the groundsheet and retained across the tops of the panniers



plastic or rubber-lined sponge bag and placed near the top—a burst tube of toothpaste is not much use. I always wrap tins of shoe polish in plastic sheet as an insurance against the lids coming adrift.

Folding a jacket or blazer presents quite a problem to some folk. Here is a scheme I have used with great success: turn up the collar; grasp the jacket by the inside of the armholes so that it is held inside out (except for the sleeves); lay it flat on a table with the inside of the back next to the table (the lapels and front edges should then be uppermost and meeting edge on down the middle); then fold the jacket lengthwise down the middle seam and finally fold it in half horizontally. The advantage of this method is that all the folds are vertical save one. It is horizontal creases which look the worst.

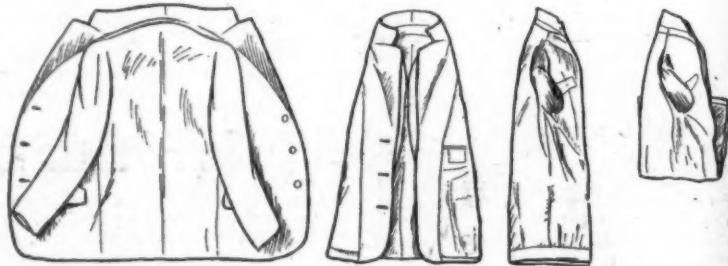
Trousers are a far simpler proposition. The drill is simply to lay them between a couple of sheets of tissue paper (newspaper will do) and, beginning at the turn-ups, roll them in their creases. Dresses should also be folded and wrapped in tissue paper and, like jackets and trousers, packed at the top of the suitcase or panniers. One exception to this rule is if you decide to pack a suit and dresses in a holdall. In that case, to minimize the risk of creasing, a piece of plywood or hardboard of suitable dimensions should be placed in the bottom of the bag and the clothes packed directly on top of the flat surface.

To ensure 100 per cent protection from wet and dirt, some riders prefer to wrap their bags in plastic sheet. An alternative is to place a piece of plastic sheet or oilskin on top of the clothes. In this plastic age the question of how to carry foods such as tea, sugar, butter and cooking fat is simply answered by obtaining

THE MOTOR CYCLE, 17 APRIL 1958

Another scheme is to slip them inside a suitable length of pedal-cycle inner tube and pack them with the clothes. Small spares can be carried in the panniers but pack them in tins rather than cardboard boxes—you don't want greasy parts mixed up with your best shirt!

Finally, the essence of carrying luggage



Folding sequence : after laying the jacket on a table the front edges are turned inward, after which it is folded lengthwise and then horizontally

a selection of p.v.c. containers (with screw tops, of course).

Wise folk will almost certainly want to take special tools, some of which will not fit into the tool box. Long spanners and tyre levers can be fixed to a convenient frame member with rubber bands.

is to decide well beforehand what you are going to take and how you are going to take it. Gear heaped on haphazard at the last minute will probably come adrift on the road and trouble, especially on holiday, is something one can well do without.

Modernist's Sidecar

A Home-built, Roomy, Child-adult Saloon Which Follows the Latest Car Styling Trends

IN recent years the styling of car bodywork has moved with the times while sidecar design—with a few notable exceptions—has tended to remain in a groove. Thus reflected G. J. Moore of Mitcham, Surrey. He had a single-seater which his wife found rather airless and cramped, so he decided to build a child-adult body of greater width and styled on car lines.

The body is mounted on a Canterbury 7A chassis equipped with a sprung and braked wheel. The wheel is recessed into the body side and, for ready access, is covered by a removable panel.

A fixed-head saloon, the sidecar is panelled in 22-gauge aluminium sheet on a timber frame and lined with Rexine-covered hardboard panels. The body incorporates a full-length door, curved from screen, wrap-round rear window and generous side windows. An outside-opening lid gives access to ample locker space at the rear. Overall length is 6ft 7in and the width 2ft 7in. Framing of the windows at first presented a problem which was overcome by employing double frames of 1in angle aluminium with the plastic of the windows gripped between.

Ribs to support the detachable canvas hood were requisitioned from a discarded pram canopy and are arranged to push into slots in the superstructure; they can be removed readily. The seats are of foam rubber up-

G. J. Moore with his stylish handiwork ; his son occupies the rear seat. Air intake of the frontal grille is panel controlled



holstered in Rexine and beneath the rear seat—intended to accommodate a child—there is space for the stowage of tools or other small items.

Half-round aluminium beading adds a touch of distinction to the elegant styling. Frontal treatment is completed by the incorporation of twin hooded lamps and a grille of sports-car shape which is not a dummy. Behind the grille is a sliding vent which can be opened to admit a gentle flow of fresh air

without permitting water to penetrate into the body.

Although the sidecar's lines give it a very low appearance, in fact its height is only a couple of inches less than that of an orthodox child-adult model. To quote Mr. Moore: "I feel that I have achieved something a bit different at a cost of approximately £25." He adds that he plotted the length especially for his wife's comfort and that a very tall passenger might need extra leg space.

LIBERO LIBERATI

500 c.c. WORLD CHAMPION 1957

CHOSE BP SUPER



Photograph by courtesy of "Motor Cycling"



HIS CHAMPIONSHIP SCORE

I.O.M.	T.T.	not riding
DUTCH	T.T.	2 ND
GERMAN	Grand Prix	1 ST
ULSTER	Grand Prix	1 ST
ITALIAN	Grand Prix	1 ST

(The French Grand Prix race was cancelled)

CHAMPION'S CHOICE

For three out of his four championship-qualifying races, those in which he had choice of petrols, Libero Liberati chose BP Super. The fourth (German G.P.) was run on organiser's fuel.

PROOFS OF SUPREMACY

In the supreme tests, at international races, rallies and endurance tests, BP products demonstrate their supreme quality again and again.



THE BP SHIELD IS THE SYMBOL OF
THE BRITISH PETROLEUM COMPANY LIMITED

CASTROL WINS

HAWKSTONE PARK SCRAMBLE

OUTRIGHT WINNER
R. KING.....(B.S.A.)

500 c.c.

1st B. MARTIN (B.S.A.)

350 c.c.

1st B. MARTIN (B.S.A.)

250 c.c.

1st J. STALLARD (TRIUMPH)

BOEKEL INTERNATIONAL MOTO-CROSS

1st B. NILSSON (CRESCENT)

2nd L. ARCHER (NORTON)

(Subject to official confirmation)



THE MASTERPIECE IN OILS

COMPETITION COMMENTARY BY RALPH VENABLES

Helping Hand

**Youngsters on the Ladder : Duke's Scrambler
Protégé : West-Country Scramble Course**

TALENT-SPOTTING holds a fatal fascination for me (probably because I never had any talent of my own!); and there is nothing more rewarding than when my efforts have an influence in introducing a bright newcomer into a factory team. During the past 14 months or so I have been delighted to see the progress made by Roy Peplow and Colin Lambert (Triumphs), Johnny Lee and Bill Faulkner (Francis-Barnetts)—and now Jack Rees is to be added to the Francis-Barnett strength as soon as the new two-fifty trials machines are ready.

IN the issue of February 6 I devoted a couple of paragraphs to the Body brothers from Biddisham, Somerset, and I watched with interest their prowess in the national Kickham Trial (where Malcolm Body was the only rider of a two-stroke to win a first-class award). Now I see that the two brothers have been lent factory 197 c.c. Dot trials models. How are they shaping? Quite well, thank you—Malcolm won a trial first time out with the new machine! Another uncommonly promising youngster is Jerry Scott, from Parkstone. Jerry's enthusiasm for scrambling is boundless, and already he has been taken under the wing of Triss Sharp, veteran speedway ace who captained the Crystal Palace team from 1929 to 1933. Father of scramblers Triss and Bryan, Mr. Sharp can coax as much urge out of a two-stroke engine as anyone else connected with the preparation of scrambles machines today. He has built a typically potent 197 c.c. Francis-Barnett for young Scott. I watched the youngster performing at an excellent scramble near Frome on Easter Monday, and it was clear that Mr. Sharp's confidence is fully justified.

IN much the same way, a helping hand is being given by Geoff Duke to Roger Quayle, a youthful protégé from Douglas. Soon after his national service with the R.A.F. was ended last July, Quayle's style and speed caught Geoff's attention in local events. Now Geoff has entered him on a 197 c.c. Dot in the Lightweight and Junior races at the Sunbeam Point-to-Point and will accompany Quayle on the long journey from Douglas to Petersfield (where the meeting takes place on Saturday week). So highly has Geoff spoken of young Roger that the lad has been included in an official Dot team along with Stuart Bickerton and Eric Adcock.

Collecting the spoils : famous scrambler Paul Jarman (B.S.A.) receives the Edwards Trophy for his win in the experts' invitation race at the Taunton Club's Blindmoor Scramble at Easter



GEOFF DUKE will act as starter for this Point-to-Point Senior Race. Many who see him do so will recall the days at Longmoor when he scrambled a Norton with such determination. He finished third in the Senior Race 10 years ago. Yet, oddly enough, neither he nor Les Archer has ever contrived to put the Norton name at the top of the Point-to-Point awards list. Incidentally, talking of Archer, Ron Hankins has just finished building him a three-fifty Norton scrambler. . .

BEFORE the war, a super-sporting little scrambles circuit between Exford and Hillhead Cross, about five miles south of Porlock, was extremely popular with competitors in the West Country. At Exford this Easter I was told of a new course in much the same area, so I had a look at it and was very impressed by its sporting character. The events held there are organized by the Exmoor Club, and the first meeting this year is to be held on May 4. Used only twice before, the circuit is so spacious that Frank Jarman (South-Western Centre delegate to the A.C.U. general council) has recommended it for a regional-restricted fixture.

DOES the upgrading of scrambles or trials to national status automatically impart an aura of importance? Last Sunday's Jackpot Scramble at Beenham has this year jumped straight from open-to-centre to national status (without graduating through the regional-restricted stage), yet the entry contained only names normally found in Southern Centre events. Similarly, this coming Sunday sees the Wessex Scramble at Glastonbury, once again held under a national permit after a lapse of several years.

And the entry is no bigger than that encountered at several open-to-centre scrambles in Somerset nowadays. Indeed, the necessity for a national licence keeps many competitors away. Many readers can probably call to mind instances of voluntary demotion from national to regional-restricted status in order to boost entries.

ON the day after the Easter car-race meeting at Goodwood I had occasion to be in Sussex on a hill-hunting expedition. I stopped for lunch at a little pub where the sole topic of conversation seemed to be Mike Hawthorn's win in the vee-six Ferrari. Glancing outside, the landlord saw my mud-bespattered Matchless and remarked that Hawthorn had never had anything to do with motor cycles. But how many readers, I wonder, realize that Hawthorn was once an ardent trials and scrambles enthusiast? In the spring of 1947 he won a first-class award in his very first event (the Archer Trophy Trial), and during the following summer he made his mark as a scrambler of great promise.

FROM the Liverpool Imperial Club comes news of its Hot Pot Rally, a North-Western Centre fixture to be held on May 4 and notable for the fact that after completing a 100-mile course, competitors enjoy a traditional Lancashire hot-pot supper. By the time that has been digested the results are announced. In my opinion, any rally or road trial cannot claim to have been a complete success without a social gathering afterwards, and when the organizers are efficient enough to have results available at the end of the get-together, then they can congratulate themselves on a really first-rate achievement.



First-lap scene in the second race—for five-hundreds. This section, narrow and very muddy, was encountered soon after the start and created havoc in all races. Plumb in the foreground is K. Hall, No. 29, and over to his right, riding No. 9, is R. J. Coombs. Both are on B.S.A.s

Jackpot for Don Rickman

Mortimer Club's National Scramble Dominated by B.S.A. Star : Well Organized Meeting Run in Brilliant Weather

By virtue of its efficient organization of the Inter-Centre Team Scramble last October, the Mortimer Club was accorded a national permit for its Jackpot Scramble (which, in previous years, had been open to the Southern Centre). Last Sunday the efficient organization was still much in evidence. The weather, too, left nothing to be desired, and the 1½-mile grassy circuit at Beenham Park, near Newbury, Berks, was in first-class condition. But where were the riders? The entry of 51 was about half the usual "Jackpot" total, and all but two or three of them were from clubs in the Southern Centre.

In the absence of such stars as Jeff Smith, Les Archer, Dave Curtis and Geoff Ward, the racing was well-matched without providing many thrills—and it was certainly no fault of the organizers that the already small entry was reduced by an unprecedented number of non-starters. Even as early as the second race only 30 of the listed 45 came to the starting line.

There were 17 starters in the 10-lap Lightweight Race which opened the proceedings. Early on the first lap Brian Leask (197 Greeves) established his superiority. John Clayton and Pat Lamper were absentees (the Army had first call on their services) and Joe Johnson's 197 c.c. Dot died after four swift laps. An interesting little 248 c.c. Ariel built up by sidecar scramble star Bill Turner and ridden by Don Rickman occupied second place for the remainder of the race, and Michael Jackson's 197 c.c. Francis-Barnett filled third berth.

Don Rickman, now on his five-hundred

B.S.A., set off at a cracking pace in the next event—a 12-lap solo contest. But a fall on Lap 1 set him right back among the stragglers, after which he picked up place after place in that purposeful way of his—and finally there was only Joe Johnson, also on a B.S.A., ahead of him at the finish.

Both sidecar races were won by Bill Turner (497 Ariel), a game challenge by Frank Wilkins evaporating after four spirited laps when his Ariel outfit broke its primary chain. That was in the first sidecar race, and on the second outing it was Gerald Clements (497 Ariel) who put up the stoutest opposition; he led Turner for two laps and was still presssing hard at the finish.

In theory it should have been the 15-lap Jackpot race which formed the day's highlight, but in fact it proved a Don Rickman walkover. Never once was he challenged after Joe Johnson had retired at the end of Lap 6 with a broken rear chain, and the main interest centred on a battle royal between the B.S.A.s of Derek Rickman and Andy Lee. For nine laps they fought for second berth; Rickman just retained the upper hand and he was in fact not very far astern of his younger brother at the finish. Ivor England (B.S.A.), who had held second place in the earlier race until falling on a slippery corner, never seemed to get into his stride and retired after 10 laps.

Don Rickman once again had complete control of the situation in the second 500 c.c. race. The course, almost devoid of mud, seemed exactly to his liking as he circled with clock-like regularity for lap after lap. But behind him waged a tooth-and-nail struggle

for second place between Ivor England and Tony White (B.S.A.)—with Andy Lee and Roy King (B.S.A.s) also well in the picture until both retired with mechanical bother on the eighth lap. The England-White battle raged to the very finish, with White getting the upper hand at three-quarter distance and even gaining a little on Don Rickman towards the end. Derek Rickman had gone out with gear-box trouble after covering only one lap.

Lightweight Race.—1, B. D. Leak (197 Greeves); 2, D. J. Rickman (Ariel); 3, M. Jackson (197 Francis-Barnett). **First 500 c.c. Race.**—1, J. G. Johnson (B.S.A.); 2, D. J. Rickman (B.S.A.); 3, I. G. England (A.S.A.). **First Sidecar Race.**—1, W. A. Turner (Ariel); 2, R. E. Price (B.S.A.); 3, G. T. Clements (Ariel). **Jackpot Scramble.**—1, D. J. Rickman (B.S.A.); 2, D. E. Rickman (B.S.A.); 3, A. W. Lee (B.S.A.). **Second Sidecar Race.**—1, Turner; 2, Clements; 3, Price. **Second 500 c.c. Race.**—1, D. J. Rickman; 2, T. White (B.S.A.); 3, I. J. England (B.S.A.).

Castellani Wins

EVEN though he had not fully recovered from the collar-bone and rib injuries sustained in a spill at Johannesburg last month, Borro Castellani (F.B. Mondial) won the 250 c.c. Race at the Easter meeting held on the Roy Hesketh circuit, Pietermaritzburg, South Africa. During the first half of the event Castellani, who was in some pain before the race started, was involved in a wheel-to-wheel struggle with Johnny Stander (Velocette) in which the lead changed hands at least 10 times. Eventually Castellani drew away to win by 12 seconds.

The 350 c.c. Race provided a three-cornered scrap for the lead between Stan Setaro (Norton), Ken Robas (A.J.S.) and Stander (Velocette). They finished in that order but only 4s separated the trio who resumed their tussle in the 500 c.c. Race. This time it was Stander who won with Robas (still riding his three-fifty) second and Setaro third.

250 c.c. Race.—1, B. Castellani (F.B. Mondial); 2, J. Stander (Velocette); 3, C. Randall (Norton). **350 c.c. Race.**—1, S. Setaro (Norton); 2, K. Robas (A.J.S.); 3, J. Stander (Velocette). **500 c.c. Race.**—1, J. Stander (Velocette); 2, K. Robas (A.J.S.); 3, S. Setaro (Norton).

Twenty-five Seconds!

Brief Interlude Gives Travers Trophy to Gordon Blakeway

FOR about 25 seconds on Sunday Johnny Brittain (346 Royal Enfield) was not master of his own destiny and, in that brief interlude, he lost the Travers Trophy Trial. Up to then he had been riding with such finesse that no one around the 35-mile Wear-dale circuit doubted that he would retain the trophy he won last year from Gordon Blakeway (497 Ariel). But in the last descent of Killhope, a rock-strewn ravine frothing with water, he dropped six marks and that was that. For on the form Blakeway was showing, not even J. V. Brittain could give away six points and still keep in the hunt.

Blakeway took his Ariel through 70 of the most formidable sections to be found in the wild moorlands around St. John's Chapel and lost only 18 marks. Ten of those went in two sections, the others in fleeting dabs here and there. It was one of the best performances yet recorded in a Travers and the brilliant Darlington rider thoroughly deserved his win. More impressive than his neat, inevitable cleans was his reaction to disaster. A spectacular stoppage on the grassy slope of Fairless during the morning circuit left him so undisturbed that he completed the remaining 26 sections without losing a single

mark—a feat which will go down to posterity in the north-east.

Despite the lack of manufacturer support the Newcastle Club had an encouraging entry of 67 for the trial held for the first time on a Sunday. Seven club teams and three one-make teams were nominated. Fifty-one of the starters completed the two 36-mile circuits.

With warm sunshine melting the remains of Good Friday's snow, conditions were ideal for watching and riding, and large galleries of spectators crowded the more accessible observed hills. Some of these proved surprisingly harmless—the notorious Hagg's Mine among them—but that could not be said of that deceptive first section of Fairless. Only Brittain was clean there in the morning (if one ignores the immaculate ascent achieved by Colin Ward, the travelling marshal) and the section stopped all but five of the entire entry. By the afternoon it had dried out to become less severe.

The first section of Harthorpe was the day's most formidable proposition. Only Blakeway triumphed over its mud, rock and water in the morning. In the afternoon the only cleans were those recorded by Gordon McLaughlan (347 A.J.S.) and Tom Ellis with his B.S.A. twin. Spectators who penetrated as far as Race Head were rewarded with some sparkling performances on the twisty, steep first section. None was better than P. W. R. Harland (497 Ariel), J. J. Hind (197 James) and D. B. Edwards (197 Greeves).

Newcastle rider K. G. Holloway (197 James) won the 200 c.c. class for the second successive year and McLaughlan, who won the 350 c.c. class award last year also repeated the performance. The one-make award went to Ariels and the club-team prize to Darlington—two other instances of 1957 successes being repeated.

ANOTHER MAP SUPPLEMENT



WE HOPE you like the first 16 pages and cover of our Touring Guide that come to you free with this issue. Next Thursday you will receive a further 16 pages—a specimen is portrayed in the picture on the left. Supplements will be included also with the issues for May 1 and 8 and then you can bind together the whole 64-page Touring Guide.

Areas covered by next week's maps include the following: North Scotland and Skye; Warwickshire and the Cotswolds; Norfolk and the Broads; Hampshire, Dorset and Somerset; Stonehenge; The Thames and Surrey; the Sussex Downlands.

By the way, have you asked your newsagent to reserve your future issues of *The Motor Cycle*? If not, you should do so at once or you may find that he is out of stock when you call.

Although supplements cannot be included with issues sent outside Britain and Ireland, our overseas readers have not been forgotten. They should write, giving their addresses, to The Publisher, *The Motor Cycle*, Dorset House, Stamford Street, London, S.E.1, who will be pleased to send, by post and free of charge, the complete Touring Guide with its 64 pages bound in booklet form.

Best Performance.—G. S. Blakeway (497 ArieL), 18 marks lost. **Runner-up.**—J. V. Brittan (346 Royal Enfield), 24. **Best 100 c.c.**—K. G. Holloway (James), 60. **Best 350 c.c.**—T. McLaughlin (B.S.A.), 187. **One-make Team Prize.**—ArieL G. S. Blakeway, N. S. Holmes, R. A. Brown, 187. **Club-team Prize.**—Darlington, Blakeway, McLaughlin, J. Bowden (197 Greaves), 189. **Best Newcastle Member.**—(Bradford Bowl).—P. E. Armstrong (197 Greaves), 86.

72; N. S. Holmes (497 Ariel), 79; P. S. Armstrong (197 Greeves) 86; H. A. Brown (497 Ariel) and R. J. Barker (197 Greeves), 90; D. Atkinson (346 Royal Enfield) and F. Lee (346 Royal Enfield), 95.

Three Goals to One

SUNDAY provided ideal weather for the North Hants moto-ball visit to Worcester. There they found a perfect pitch and a crowd of almost a thousand turned out to watch the fun and excitement of a really ding-dong game.

North Hants were a little lucky to score two quick goals in the first quarter. One was a goalie's save which screwed back between the posts and the other went in off a defender's back wheel from a corner kick. However, North Hants' third goal just before half-time was a centre forward's dream, a sizzling, 20-yard slam by Ken Crumplin which whistled under the bar at high velocity.

After the interval Worcester really turned on the pressure and within five minutes their veteran captain, Reg Labourne, banged home a very convincing goal to make the score 3-1. And so it remained until the end in spite of repeated and determined Worcester attacks. This match was certainly an excellent display of skill and sportsmanship by all involved.

Scottish Scramble

CLOUDLESS blue skies prevailed for the Mercury Club's open scramble run over a much-modified one-mile course at Caldcoats Farm, Newton Nearns, near Glasgow, on Sunday. In the 250 c.c. open class W. Jardine (Velocette) led from the start and established a considerable lead but many failed to notice that Lewis More (Francis-Barnett) closed the gap appreciably as he got the feel of his new machine.

The two heats of the 350 c.c. open event were dominated by W. Edwards (B.S.A.) and J. Davies (B.S.A.). In a final full of excitement the pair duelled hard for first place and Edwards finally gained the verdict by a narrow margin. Mercury member G. Shearer (A.J.S.) did well to finish third.

Run over 10 laps, the 500 c.c. open final provided the same excitement all over again with Davies and Edwards battling for first place. This time, however, it was Davies who got home first. The Mercury Members' Handicap resulted in a win for Ian Shearer (197 Dot), with his brother Ian (347 A.J.S.) second and A. W. Weir (197 D.M.W.) third.

250 c.c. Open (8 laps).—1. W. Jardine (Velocity); 2. L. Morris (Francis-Barnett); 3. W. Scott (199 Triumph). **350 c.c. Open** (6 laps).—1. W. Edwards (B.S.A.); 2. J. Davies (B.S.A.); 3. G. Shearer (A.J.S.).

c.c. Open (18 laps).—1. J. Davies (348 B.S.A.); 2. W. Edwards (348 B.S.A.); 3. G. Shearer (247 A.J.S.). **Mercury Members' Handicap**.—1. Shearer (197 Dot); 2. G. Shearer (347 A.J.S.); 3. A. Weir (192 D.M.W.).

Safety Forum

ON Friday, April 25, at 7.30 p.m. a motorcyclists' forum is being held at Police Headquarters, Chester Street, Birkenhead. After a showing of the well-known film "Ride Safely" a panel of experts will answer questions on motor cycling and road safety. The gathering will conclude with a screening of two further motor-cycle films. Entry is free, no tickets are required and all riders are welcome.

• • • • • SPORTS NEWS • • • • •

Corrieyairack at Last

Famous Pass for "Scottish ?" : Thruxton 500-mile Race Changes

AND so at last the wild, 2,507ft Pass of Corrieyairack is to be in the route for the Scottish Six Days' Trial. Or is it? Last week it was impassable under deep snow and it is because it is so often in a similar state in May that has had to be omitted during the past few years.

The Pass forms a part of the General Wade military road (built in 1775) from Garva Bridge to Fort Augustus and cuts through the Corrieyairack and Culachy forests. If it is passable in May the sidecars will deal with it on the Thursday—the day on which solos do the Lochalort to Kinlochmoidart run both ways. It is not included in the solo route.

Secretary of the meeting, Tom Melville, reports that organization is at full steam ahead and passes on a warning to riders that anyone found practising, on any part of the course, will not be allowed to start. The Edinburgh Club has been forced to impose this rule because of complaints from landowners who are happy to permit their terrain to be used for the trial—but who are not prepared to allow their sheep to be disturbed unduly.

On Saturday Week

A RECORD ENTRY of 115 has been received for the Sunbeam Point-to-Point at Oxenbourne Farm, East Meon, Petersfield, on Saturday week (April 26). To cater for increased traffic, an entirely new parking area has been provided for vehicles travelling from Portsmouth. The park overlooks the circuit and can be approached only from Hog's Lodge, on A3, the Portsmouth road (between Horndean and Petersfield). The start is at 2 p.m.

Thruxton 500-Miler

SPEEDS ON THE new Thruxton perimeter circuit on Easter Monday were slightly below expectations. Tom Phillis, the Australian, made the best lap at 75.69 m.p.h. Neville Goss, the Southampton Club secretary, says the chicane at Anchor Corner will be eased at the exit for future meetings. Other slight changes may be made for the Thruxton 500-miler on June 21 and lap speeds will probably be in the region of those for the old circuit used in previous years.

There is news, too, of further changes in the regulations for the 500-miler to make it even more attractive. As in the past there will be a 350 c.c. class; but the other two will be for unlimited c.c. single-cylinder models and unlimited c.c. twin-cylinder models respectively.

Reliability and riding skill have been shown to be more important than engine capacity in the Nine-Hour races. In 1955, it will be remembered, Eddie Dow and Eddie Crooks won at 67.86 m.p.h. on a 499 c.c. B.S.A., but Ken James and Ivor Lloyd were only 0.29 m.p.h. slower on a three-fifty; then, in 1956, James and Lloyd won with the same three-fifty at 72.3 m.p.h. Last year a three-fifty B.S.A. again put up the best average at 67 m.p.h.; it was ridden by Fred Webber and Rex Avery. Separating the singles from the twins for the over-350 c.c. awards and raising the capacity limit above 750 c.c. is likely to prove a popular innovation.

Apart from the £250 prize money presented by *The Motor Cycle* for the overall

and capacity class winners, the Caslake Trophy and cash will be won by the overall leaders at each 100 miles—£5 for leading and the Trophy on an aggregate points basis. Full details will be given in the regulations to be in circulation shortly. Those who want to have their names on the list to receive the regulations and entry forms as soon as possible should write now to Neville Goss, 60, Burledon Road, Bitterne, Southampton.

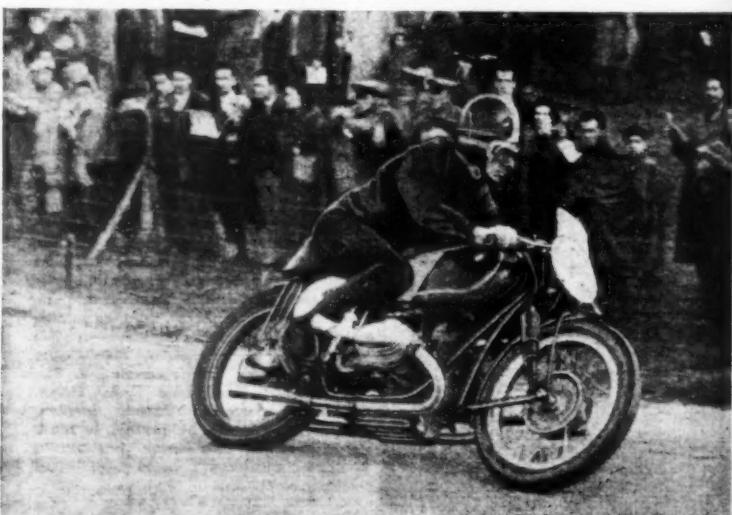
Campaign Suffers

IN VIEW OF the difficulties involved in staging a sporting fixture on a Sunday, the Warrington Club has decided to cancel its scramble to have been held on May 11. The cancellation is to be specially regretted since the proceeds normally go to the British Empire Cancer Campaign.

Aces for Silverstone

GEOFF DUKE on his B.M.W. is the chief attraction in a star-studded cast for the international road-race meeting at Silverstone on Saturday. Duke is also due to ride a 350 c.c. Norton. Other Norton stars include Bob McIntyre, Alastair King, Geoff Tanner and the Australian, Tom Phillis, who showed such scintillating form at Thruxton on Easter Monday. Derek Minter will ride a brace of Nortons and the two-fifty R.E.G. twin while the Hinton brothers and Sammy Miller are entered on Nortons and 247 c.c. N.S.U.s. Dave Chadwick, fresh from his South African tour, is due to ride two Nortons and a two-fifty MV Augusta. Arthur Wheeler will be giving his 125 and 250 c.c. F.B. Mondials their first real airing while Bob Brown favours an N.S.U. for the 250 c.c. event, an A.J.S. for the 350 c.c. and a Norton for the 500 c.c. races.

Dickie Dale's first race with his B.M.W. was at Imola, Italy, at Easter. He was out of luck since the engine tightened up both in practice and during the race



Just about all the top sidecar racers will be competing: Pip Harris, Cyril Smith, Bill Boddice, Jack Beeton and Alan Young (all on Nortons) and Ted Young (E.T.Y.-Triumph). The programme will also include two national eight-lap club handicap races. Total number of entries (international and national) is 320.

Racing begins at 10.45 a.m. and all events will be run over the full 2.92-mile perimeter circuit. Silverstone lies alongside A43, the road from Towcester to Brackley. Admission costs 5s for adults and 2s 6d for children under 14. Grandstand transfers may be obtained for 7s 6d and a limited number of paddock transfers will be available at £1 5s. Charges for vehicles are 3s for motor cycles or sidecar outfits, 7s 6d for cars and £1 for coaches.

Clubman's Entries

SINCE THE INITIAL rush for entries there has been a lull in the rate of applications for places in the Clubman's Trophy Races. The meeting will be held at Oulton Park on Whit Monday. It was announced at the outset that only one entry from each club would be accepted and that additional places would be allocated according to the number of vacancies. Now the Cheshire Centre has decided that, as from today, clubs may nominate as many riders as they wish and entries will be accepted in order of receipt. Clubs which have not yet received copies of the regulations should contact J. B. Thomas, Welwyn, Moorfields, Willaston, Nantwich, without delay. The lists close on April 28.

THE SPRINT MEETING to have been held by the Swansea Club on Sunday has been cancelled. The reason is an 11th-hour refusal of permission to use the venue.

PAUL TAFT, the Jarman and Rickman brothers, Joe Johnson, Phil Nex, Brian Stonebridge, Andy Lee and Johnny Giles are included in the entry of 55 for the national Wessex Scramble. To be held on Sunday at Higher Farm, Glastonbury, Somerset, the meeting is organized by the Tor Club. Racing begins at 2 p.m.

AN ENTRY of 112 riders has been received for the Scottish Road Races (incorporating the Scottish Speed Championships) to be held in Beveridge Park, Kirkcaldy, on Saturday, April 26. Star attraction is Bob McIntyre, current

ENT
meet
great
cept

JOE
riders
in A
which
Scra

THE
can
and
to E
because
in th

IN
the
Nort
over
hill
Herr
Andr

FOR
Club
next
ing.
(Arie
(Arie

Clu

O
v
cos
Obse
made
given
not re
tary
with

The
A. I
secon
M.C.C.
mous
for an
Obser
Union
to obt
to pre
as ma
hoped
do eve

In th
a vice
Associa
The M
cation
sugges
cyclist
of the

FOLI
th
Motor
organiz

17 APRIL 1958

495

holder of the 250, 350 and 500 c.c. titles on Nortons. Alastair King will also ride Nortons and Bob Brown is entered on N.S.U., A.J.S. and Norton machines. Alf Peatman (MV Augusta) will defend his titles in the 150 and 200 c.c. classes.

ENTRIES FOR the Aberaman Club's road-race meeting at Aberdare Park on May 17 have been greatly oversubscribed and no more can be accepted in any category.

JOHN AVERY, the famous B.S.A. scrambles rider, has undergone a bone-grafting operation in the Nuffield Orthopaedic Centre, near Oxford. A bone from his leg was grafted into his arm which was fractured in the March Hare Scramble at Streatley on March 23.

THE WIGAN AUTO CLUB'S sporting trial, to be held on Sunday, has had to be cancelled because of difficulties with the route. And the North-Western Centre Inter-team Trial, to have been run last Sunday, was cancelled because of an outbreak of foot-and-mouth disease in the area.

IN IRELAND, the Tanderagee "100" opens the road-race season on Saturday. The meeting is the first of its kind to be organized by the North Armagh Club and the races will be run over a course between Tanderagee and Market-hill, County Armagh. Entries include Wilf Herron, Ralph Rensen, Tommy Robb and Davy Andrews. Racing begins at 2 p.m.

FOR SIDECARS ONLY, the Birmingham "30" Club's national D. K. Mansell Trial, to be held next Sunday, has attracted an entry of 34 including Frank Darriault (B.S.A.), Frank Wilkins (Ariel), Bob Collier (Norton), Bob Williams (Ariel), Sam Seston (B.S.A.) and Bill Slocombe

(B.S.A.); nine entries are eligible for the novice award. The trial starts at 11 a.m. from Quarry Café, Bourton on the Hill, Oxfordshire, and covers two laps of a 30-mile course in the Cotswolds. Better-known sections on the route include Camp, Warren, Kineton, Saintbury and Fish.

AT POITIERS, France, last Sunday, Les Archer (Norton) won at the international moto-cross meeting—ahead of Nic Jansen (Matchless), Bo Dirks (B.S.A.) and Peter Taft (B.S.A.). Results were decided on points gained in three races.

ROAD-RACING begins in Scotland on Sunday with the Dundee and Angus Club's meeting at Errol airfield, which lies some 10 miles from Perth off the Perth to Dundee road. Among the total of over 100 entries are Alastair King, Jimmy Buchan and Ewen Haldane. Racing begins at 1.30 p.m.

WHAT WAS expected to be a very minor operation on Bill Lomas' shoulder turned out to be a two-week job and he did not leave the Rizzoli Institute at Bologna until Easter. He is now resting at Mandello del Lago, Como, but his shoulder is only on "half-strength." So, apart from not having suitable machines, Bill will be unfit to race for quite a while yet.

ONCE AGAIN this year—on May 11—the North-East London Club is running its Touring Trial which is open to clubmen as well as to non-club members resident in the South-Midland Centre. Members of regular T.A. units and of the Invalid Tricycle Association are also eligible. The trial generally attracts an entry in the region of 200. The start is from the Goose Green, Hoddesdon, Herts, and the 75-mile course will lie entirely over main and

secondary roads. Entry fee is 6s and the lists close on May 2. Secretary is E. F. Greygoose, 23, Bedford Road, Tottenham, N.15.

ENTRIES for next Saturday's national Wye Valley Trial have closed with a total of 114. Gordon Jackson, the Brittain brothers and many other stars will take part. The start is from the Red Lion Inn, Pontrilas, at 11 a.m.

FILM MAKING is the latest novel activity at Gordon Jackson's farm in Kent. Since Tuesday Smiths have been shooting scenes for a feature on trials-riding art in which Jackson is the star and Hugh Viney the commentator. The film will be ready for circulation to clubs next autumn.

OVER 1,000 inquiries for details of the Triumph Meriden (May 18) have been received and a bumper entry is expected. The Rally takes the form of a 70-mile main-road trial with special tests from 10 starting points followed by a concours d'élegance, sports and film shows at Meriden. Organizers are the Triumph Owners' Club and full information can be obtained from Leslie Leaver, 123a, Walworth Road, London, S.E.17. Entries close on May 2.

REGULATIONS are available for the following events: the Louth Club's Cadwell Park road races (May 26). Entries close April 29. Secretary is C. Wilkinson, 140, Eastgate, Louth, Lincs.

Blackmore Vale Club's national road races at Blandford (May 26). Entries close May 3. Secretary is P. J. Rendell, 109, Sutton Veny, Warminster, Wilts.

Scarborough Club's national Cock o' the North road-race meeting (June 13 and 14). Entries close May 7. Secretary is J. Claxton, 14a, Aberdeen Walk, Scarborough.

Sunday Sport Meeting

Club Sends Resolution to Auto-Cycle Union

OVER 50 clubmen attended the Wandsworth Club's meeting last Friday to discuss an appeal for a review of the Sunday Observance Acts. Various suggestions were made and it was felt that a lead should be given by the Auto-Cycle Union. Although not represented as expected, the Union secretary had sent a letter expressing sympathy with the purpose of the meeting.

The following resolution was proposed by A. H. Huckfield (Wandsworth Club), seconded by D. M. Aherne (Triumph Owners M.C.C., Surrey Branch) and adopted unanimously: "That this meeting pledges support for an enlightened revision of the Sunday Observance Acts and requests the Auto-Cycle Union immediately to take all necessary action to obtain the support of affiliated clubs and to press the matter in parliamentary circles as may be thought appropriate." It was hoped that the Union and centres would do everything possible to rally support.

In the unavoidable absence of John Surtees, a vice-president of the Sunday Freedom Association (whose aims were published in *The Motor Cycle* on February 13), the Association had no official spokesman. It was suggested, however, that the efforts of motor cyclists might well be co-ordinated with those of the Association.

Speedway Reunion

FOLLOWING the successful opening of the speedway section of the Montagu Motor Museum it has been decided to organize a dinner and social on Saturday,

April 26, at the Chingford Royal Forest Hotel, Essex, starting at 7 p.m.

During the evening there will be a showing of early speedway films and the formation of an association of pioneer speedway riders will be discussed. The organizer is Peter Arnold (12, Coleridge Road, Crouch End, London, N.8) who can supply tickets, price £1.1s.

The chairman will be Lord Semple and among those who have already promised to attend are Jack Barnett, Frank Bond, Dot Cowley, Vivian Van Damm, Bill Kitchen, Claude Langdon, Jack and Norman Parker, Percy and Claude Rye, Frank Varey and Graham Walker.

Northolt Rally

HELD on the American sector of Northolt airfield last Sunday and organized jointly by the American Drivers and Happy Wanderers Clubs, the rally and concours for pioneer machines was a resounding success. In brilliant sunshine a large number of onlookers watched the parade of meticulously refurbished models, some of which dated back to the last century. Tankards were awarded to the winners of the various concours classes.

Class 1 (veteran tricycles)—E. D. Lee (1899 Deansboro); **Class 2** (pre-1910 motor cycles)—M. Manby (1901 American Orient); **Class 3** (1910-1914)—W. Gerrard (1913 Royal Enfield sc); **Class 4** (vintage)—W. Frum (1922 Norton).

BRITISH Summer Time begins at 2 a.m. (G.M.T.) on Sunday next, April 20, when clocks should be put forward one hour.

ALL visitors are welcome to the dance and a social of the Birmingham Club starting at 8 p.m. on Saturday at The Motordrome, Colebrook Road, Birmingham, 11. Admission is free.

READERS' CORNER.—Experiences Wanted.—M.J.M. (Birmingham): conversion of ex-W.D. 350 c.c. Royal Enfield to pivoted-fork rear springing.

AFTER a spell in the London Hospital, Herbert Addie, the well-known South-Eastern Centre official and clubman, has been moved to the annexe of the hospital at Zachary Merton Home, Holly Lane, Banstead, Surrey,

where he is likely to remain for some time. The operation on his hip appears to have been most successful and he is in good spirits. Visiting hours are 3 to 4 p.m. on Tuesdays, Wednesdays and Thursdays, and 2 to 4 p.m. on Saturdays and Sundays.

THE James service week being held by Moto-Balder (14, Newland, Northampton) closes on Saturday. James and Villiers factory representatives are present. James owners may have their machines checked over free of charge.

SECTIONED models and films are among the attractions of the special show starting next Monday at the premises of Peter Guest, Ltd., 123, Wootton Road, King's Lynn. The show is open daily from 9 a.m. to 9 p.m. and continues until May 3.

NEXT Monday Everybody's will contain the first of a series of six map supplements designed particularly with car owners in mind. The hundred or more tours which are indicated and briefly described are related to holiday centres in Great Britain and Ireland—the places where the majority of holiday makers will be staying.

TRAINING SCHEME.—The next R.A.C.-A.C.U. training course for learners organized by the Sunbeam Club starts on Sunday, April 20, at Wembley. (Full particulars are obtainable from R. M. Sidey, 34, Great Smith Street, Westminster, London, S.W.1.)

Official opening of the Wrexham Club's course will take place at 2.30 p.m. on Saturday, May 10, at Borras Aerodrome, Rhosnessney. Practical instruction will be given each Saturday afternoon at the aerodrome and theoretical work on Friday evenings at the Wrexham Youth Centre. (Details from W. H. Gittins, 21, Heol-y-Plas, Cefn Mawr, Wrexham.)

A NEW set of National Benzole road maps covering England, Scotland and Wales comprises five sheets measuring 36 x 23in. One sheet is devoted to London, with Central London in the scale of 6in. to the mile on one side and Greater London (1in. to the mile) on the other. Scale of the other four maps is five miles to the inch. Among the features shown and named are towns, villages, rivers, canals, lakes and mountains. Also indicated are ferries, golf courses, national parks and National Trust property open to the public. Distances between towns and major road junctions are given. Price of each map is 1s and they are obtainable from National Benzole solus filling stations throughout the country.

★ ★ CLUB NEWS ★ ★

A.M.C. Owners (Medway).—April 23: Natter night (Old George, Rochester, 8). (North London).—April 22: Quiz ("Cook's Ferry Inn, 8). (South Eastern).—April 22: Road safety (White Hart, Barnes, 8). **Ariel Owners (South Midlands).**—April 19: Edinburgh (Hyde Park Corner, 9).

Bain.—Regulations for the May 17 open-to-Cheshire Centre Festival of Wales Scramble from A. Jones, 17, Bro Hafes, Llanerfel, Merionethshire. **Bury.**—April 22: General meeting (E.Q., 7.30). **B.M.W.**—April 19: Silverstone (Apex Corner, Mill Hill, 8, or Stowe Corner). **Box Accord.**—The scramble scheduled for April 27 has been cancelled. **Brands Hatch Committee-Secretary:** J. W. Fordham, 41, Lomond Hill, London, S.E.13. **British Two-Stroke (Northern).**—April 20: Morecambe (Liverpool Pierhead, near Liver Building, 9). **Brough Superior (Bretton).**—April 17: Noggin and natter (Phoenix, Sandycroft, 7.30). **Bury St. Edmunds.**—Regulations for the May 11 open-to-Eastern Centre scramble from L. A. Wallace, 12, Taylor Road, Bury St. Edmunds. **Buxton.**—April 17: Club night (White Lion, 7.45).

Carroll.—April 20: Support E.S.W.C. championship trial, Clydebank.—April 20: Lake of Menteith. **Croydon.**—April 19: Silverstone (Airport, 8.30). 20: Support scramble (Airport, 11). **Crystal Palace.**—April 18: Talk by Harold Daniell (H.Q., 8).

Derby Phoenix.—Regulations for the May 4 Pallin-Blacknell Trial from H. J. Gilson, 38, Queens Drive, Littleover, Derby; entries close May 2. **Devonport.**—April 18: Games night (H.Q., 8). 20: Brentor (Baker's, 2). Dittons.—April 17: Club night (H.Q., 8). 19: Silverstone (Bridge, 10).

East Action.—April 19: Coach trip to Silverstone. 23: Film show (Duke of York's, 8), Eltham.—April 18: Committee meeting (129, Castlewood Drive, 8.30). 19: Silverstone (Perry Street, 8). 20: Grass-track working party (Primrose, 10.30). **Farnham Royal.**—April 20: Grass-track racing (Burnham Beeches, 2.30). **Forces' Motoring.**—Winner of the Alpha Rally was L/Cpl. Shandley. **Gilfach Triangle.**—Regulations for the April

27 open-to-East South Wales Centre Roadmanship Trial from Mrs. M. Owen, 49, Hanbury Road, Bargoed, Glamorganshire. **Glasgow Speedway.**—April 20: Dunure (Paisley's Corner, 10.30). **Gloucester and Cotswold.**—April 22: Treasure hunt (H.Q., 7.30). Race winners in the Spring Scramble on April 19 were P. Camper (192 Geesee), J. Bray (B.S.A.) and R. King (B.S.A.). **Grove Park.**—April 20: Beauleaf (Green Man, 9.30). **Hill.**—April 22: Noggin and natter (H.Q., 8). **Kinerton.**—April 20: Whipnade (Cattle Market, 11).

L.E. Velo (Essex).—April 19: Film show (5, Liss Avenue, Felsted, 7). (London).—April 19: Prospect of Whitby (8 p.m.). 20: Kentish blossoms run (Greyhound, Keston, 10). (Northern).—April 20: President's Run (South Corner, 11.30). **Leatherhead.**—April 17: Club night (Lavender).—April 21: Mobiloil film (Three Horseshoe, Garston, 8). **Leeds Sidecar.**—April 18: Club night (William IV, Lower Wortley Road, Liverpool).—April 20: Anglers' Retreat (Tunnel, Birkenshaw, 9.30). **Liverpool Imperial.**—April 20: Moreton Old Hall (Rocket, 10). 22: Do or Die Rally (Old Roan, 7.30). **London Douglas.**—April 19: Silverstone. 20: Support grass-track racing (K.L.G., 11.15). **London Ladies.**—April 20: Hertfordshire (Henley's Corner, North Circular Road, 10). **London Scooter.**—April 18: Annual dinner (7). 20: Devil's Dyke (Blue Cockatoo, 9.15).

Manchester Acc.—April 21: Darts (H.Q., 7.30). **Manchester Eagle.**—Regulations for the May 11 open-to-Cheshire Centre Greengates Scramble from D. Birchenough, 19, Derbyshire Street, Openshaw, Manchester, 11; entries close May 6. **Manchester Lamberts.**—April 20: Manchester Pegase. April 26: Green Green (Midland Hotel, Belle Vue, 8). **Manchester Vagabond.**—April 23: Club night (H.Q., 8.30). **Mansfield.**—April 21: Club night (14, Manor Road, South Norwood, 8). **Mitcham.**—April 20: Berthill (Liberty Café, 10). **Most' Christie.**—April 19: Silverstone (Green Man, 8). 20: Arrington Scramble (Woodbine, 10.30). **Norwich Sidecar.**—April 20: Coast Run (Farehall, 8). **Norwood.**—April 20: Marshals' run (Norwood, 8).

Nottingham Tornado.—April 20: Support rally (11).



(What 'O, 10). 22: Marshals' lecture (H.Q., 8.30). **Nottingham Tornado.**—April 20: Support rally (11).

Panther Owners (Home Counties).—April 20: London Airport (G. K. Rae's, 9.15). 23: Auction (H.Q., 8.15). **Peninsular Range.**—April 20: Heysham (10). **Plymouth Touring.**—April 17: First-aid talk (H.Q., 7.30). 20: Brixham (Laira Embankment, 2). **Prima (Dartford).**—Secretary: D. Phillips, 13, Christchurch Road, Dartford. (East London).—April 23: Club night (62, Forest Lane, Stratford, E.15, 7.30). **Quickly.**—April 18: Club night (Crown and Sugar Leaf, 7.30). 19: Kentish blossom run (Fantail Restaurant, Locks Bottom, 2.30).

Reading All-scooter.—April 22: Club night (River Club, London Bridge, 8). **Ripon.**—April 20: Scramble (Home Farm, Hutton Conyers, 2). **Royal Enfield (London).**—April 19: Silverstone (St. Paul's, 7.30); Staple's Corner, 8; Copse Corner, 10.15). **Rudge Enthusiasts.**—April 19: Silverstone (Brent Cross Filling Station, junction Hendon Way and N. Circular Road, 9). **St. Albans.**—April 19: Silverstone (Victoria Service Station, 9). 20: Captain's Run (Town Hall, 9.30). **South Harrow.**—April 19: Marshals' run to Silverstone (Hillingdon roundabout, 6.30). 20: Touring trial, Southampton Viking. —April 19: Social (Baddeley Hall, 8). 20: Petersfield scramble (Fleming Arms, 11). **Southern Sporting.**—April 19: Silverstone (Denham Service Station, 10). **Streatham.**—April 20: Club night. **Surrey Hills.**—April 18: Indoor trial (Gander, 8). 19: Working party (2). 20: Grass-track racing (Pleytow Farm, Capel, 1.30). **Sutton Falcons.**—April 20: Support scramble. 22: Social run (H.Q., 7.30).

Taunton.—Paul Jarman (B.S.A.) won the unlimited c.c. experts' and 500 c.c. races at the Blindmoor Scramble on Good Friday. **Trade Winds.**—April 20: Kent tour (H.Q., 9). 23: Club night (King's Head, Edmonton Green). **Triumph Owners (Bedford).**—April 17: Natter night (H.Q., 8). (Epping Forest).—April 22: Beetle Drive, (Leeds).—April 18: Club night (Wharf Hotel, Bradford, 8). (Leicester).—April 20: Road trial, (North London).—April 18: Film show (Fulham Town Hall, 7.30). 19: Silverstone (Glanfield's, 8). (North Wales and Merseyside).—April 19: Silverstone. 20: Snowden (H.Q., 10.30). (South Middlesex).—April 20: Support road trial. 22: Maintenance talk (Acuta Hall, 8). (Stockport).—April 20: Llandudno (St. Margaret's, 8.30). (Wolverhampton).—April 20: Derbyshire (Walsall Town Hall, 10).

Vagabonds.—April 19: Silverstone (Highway Cafe, 7.30). 21: Club night (Bull's Head). **Velvet Owners (West Midlands).**—April 21: Castro film (H.Q., 8). **Vincent-H.R.D. Owners (Aldershot).**—April 18: Film show (The Canon, Victoria Road, 7.30). 22: Talk (King's Head). **Ash Street, Ash, 7.30.** (Derby).—April 17: Club night. (Mansfield).—April 17: Club night (William IV, Sutton Road). (North Wales and Merseyside).—April 18: Club night (Black Horse Hotel, 8). (Oxford).—April 18: Club night (Southampton, 9). (Wales).—April 19: Silverstone (Newport Cenotaph, 7.30). (West London).—April 21: Club night (H.Q., 8).

Waiting Association.—April 20: Chalk chase (Queen of Hearts, 10). **West Essexbury.**—Regulations for the April 27 open-to-Northumbrian Centre grass-track races from J. Hutchinson, Oak Tree, Crook, Kendal; entries close April 22. **West Bromwich.**—Regulations for the May 4 open-to-centre grass-track races from S. Jones, 8, Crankhill Lane, Wall Green, West Bromwich; entries close April 26. **West of England.**—Winner of the Non-experts' Trial was J. Carrick (197 Dot). **West Herts.**—April 19: Silverstone (Red Lion, 8). **West Leeds.**—April 17: Business meeting (H.Q., 8). **Wood Green.**—April 20: Competition (Palace, 10.30). **Woolwich.**—April 20: Bognor (Royal Hotel, 8.45). **Yeo Vale.**—April 17: Committee meeting.

THE CLUBMAN

IMPORTANT EVENTS

Saturday, April 19.—**Silverstone:** B.M.C.R.C. road races, Silverstone Circuit, near Towcester, Northants, 10.45 a.m. **Wye Valley:** national Traders' Cup Trial, Red Lion Inn, Pontrila, 11 a.m. **North Armagh:** Tandragee "100" road race, Tandragee circuit, 2 p.m.

Sunday, April 20.—**Spanish Grand Prix,** Montjuich Park, Barcelona, Austria; Moto-Cross Grand Prix. **Merstham in Marb:** national D. K. Mansell Trophy Trial, Quarry Café, Bourton on the Hill, 11 a.m. **Glastonbury:** national Wessex Scramble, Higher Farm, Wick, 2 p.m. **Avon Valley:** Scramble, Kittymuir Farm, Stonehouse, 2 p.m. **East Yorks:** Colonial Trial, Market Place, Helmsley, 11 a.m. **Dundee:** Road races, Errol Aerodrome, 1.30 p.m. **Alton:** Selborne Solo Trial, Charity Farm, Selbourne, 1 p.m. **Heddesdon:** North Hants v. Border moto-ball match, Ryde House Stadium, 4.30 p.m. **Steyning:** Primrose Road Trial, Knoll Café, 10 a.m. **Cambridge:** Arrington Scramble, Arrington, seven miles north of Royston on A14, 2 p.m. **Bramley:** Hurst Hill Scramble, Bramley Farm, 1 p.m. **Petersfield:** Oxbourne Scramble, East Meon, 12.30 p.m. **Colwyn:** Trial, Abergele Service Station, on A55, 11 a.m. **Halstead:** Scramble, Little Lovenny Hall, Wakes Colne, on A604, 1 p.m. **Marple Bridge:** Greengate Scramble, Greengate Farm, 2.30 p.m. **Merthyr:** Freeman Shield and Cambrian Star Trial, Corporation Garage, Merthyr Tydfil, 2.30 p.m. **North Lancashire:** Scramble, War-ton, near Carnforth, 2.30 p.m. **North Liverpool:** Rally, Transport Café, Ewloe, Queensferry-St. Asaph road, 11 a.m. **Rose on Wye:** Spring Scramble, Great Howie Farm, Howie Hill, near Ruar-

dean, 2.30 p.m. **Redditch:** Scramble, Rollswood Farm, on the Alcester-Stratford road, 2.30 p.m. **Kinlochleven:** Highland Club's April Trial, K.T.R. Garage, 10 a.m. **Ilkston:** Simmy Brothers' Trial, Williams' Quarry, 11 a.m.

Saturday, April 26.—**Wessex:** national road races, Castle Combe, off the main Bristol-Chippingham road, 1 p.m. **Dublin:** Dunlop Scramble, The Curragh of Kildare (Donnelly's Hollow), 3.30 p.m. **Kirkcaldy:** Scottish Speed Championships, Beveridge Park, noon. **Petersfield:** national Sunbeam Point-to-Point, East Meon, 2 p.m. **Amman Vale:** Scramble, Castle Farm, Brynamman, 3 p.m. **Thorn-tan Cleveleys:** Turn-up Night Trial, Cleveleys, 10 p.m. **West Cornwall:** Scramble, The Kennels, Madron, Penzance, 5 p.m.

Sunday, April 27.—**Backs North v. South Scramble:** Muuswell Hill Farm, Brill, 2 p.m. **Reafrishire:** Glasgow Sporting Club's scramble, Caldoats Farm, Newton Mearns, 2.30 p.m. **Berwickshire:** Border Racing Club's road races, Charlton Airfield, on B6460 three miles east of Greenlaw, 2.30 p.m. **Wood Green:** 355 Scooter Club's rally, 10 a.m. **Calchester:** Castle Club's scramble, Friday Woods, Borechurch, 2 p.m. **Glamorgan:** Roadmanship Trial, Syd Oliver's Garage, Pengam, 12.30 p.m. **Ledbury:** April Scramble, Ridge-way Cross, Cradley, 2.30 p.m. **South Newbury:** Scramble, Froude's Farm, Cox's Lane, Midgham, on A4, 1 p.m. **Micklethwaite:** Warwickshire Grand National, The Coombes, Hidcote, 2.30 p.m. **Wrexham:** Scramble, Eytton, Gefylia, off Johnstown-Bangor road, 1.30 p.m.

17 APRIL 1958

THE MOTOR CYCLE

29

WHATEVER YOUR WEIGHT—NO NEED TO WAIT!

Rapid, on-the-road
ALL-IN EASY TERMS

1/3rd DEPOSIT
24 MONTHS TO PAY

GODFREYS "SAFEGUARD" POLICY
to cover you in case of sickness,
accident or unemployment.

THE FINEST FREE AFTER
SERVICE IN THE BUSINESS . . . and

for a **LIGHTWEIGHT** • **MEDIUMWEIGHT** or **HEAVYWEIGHT**
most 1958 Models of motor cycles, sidecars
scooters, three wheelers and the Isetta runabout

**IMMEDIATE DELIVERY MOST MODELS - FROM STOCK AT
LONDON'S LEADING DEALERS**

★ 7 DEPOTS IN THE LONDON AREA

A STRAIGHTFORWARD DEAL ALL-WAYS

ALL DEPOTS OPEN ALL DAY ON SATURDAYS — ALL DEPOTS HAVE WORKS ATTACHED

GODFREYS LTD

Head Depot:

226-234 LONDON RD.,
GROYDON. CRO. 3641/3
Hours 9-6 Weds. 1 p.m.

208-210 GT. PORTLAND ST.
LONDON, W.1. EUS. 4632/4
Hours 9-6 inc. Sats.

94, 96 & 104
HIGH ROAD,
TOTTENHAM, N.15
STAfmford Hill 5656 7
Hours 9-6.30 Thurs. 1 p.m.

418 ROMFORD ROAD,
FOREST GATE, E.7.
GRAngewood 1234/5
Hours 9-6 Thurs. 1 p.m.

220 BARKING ROAD,
EAST HAM, E.6.
GRAngewood 8088
Hours 9-6 Thurs. 1 p.m.

AT GODFREYS YOU BUY THE BEST — BETTER



I. FAIRINGS AND WINDSCREENS

Genuine Avon £8/6/11,
Golden Eagle scooter
screen 107/-, Unicorn
83/-, Golden Peacock
107/-, Phoenix standard
56/6. Give details of
machine when ordering.

**2. RIDING CLOTHING,
MOTORCYCLE,
SCOOTER**

BELSTAFF—
"Black Prince" PVC
suit ... £6 12 6
Jacket only £4 2 6
Trousers only £2 12 6

BELSTAFF—

"Scooterjak" Ladies
PVC suit in Black,
Turquoise and bottle
green ... £4 6 6

Mascot PVC coat
(black), state size
when ordering
£6 15 0

3. LEGSHIELDS

Universal black 39/6.
Maker's colours any bike
from 46/6.

9. BOOTS

HAWKINS calf length with luxurious lambswool
lining, leather soles, rubber heels. 109/-. State size
when ordering.

POSTAGE & PACKING EXTRA.

4. BATTERIES

6 volt, finest quality,
heavy duty 5 or 7 plate,
3 cell, charged, 27/- Or
31/- Lucas from 22/7/2,
Varley £2/7/3 charged.

5. HELMETS

To specification
BS 2001/56.

Aviskit 59/9
Corker 45/-
Slazenger Premier 55/-
Cromwell Knob... 51/-

6. TYRES

All the best makes stock-ed.

Corgi
125 x 2½ ... £1 7 9
275 x 19 ... £3 4 7
325 x 19 ... £4 1 3
350 x 19 ... £3 14 0

7. GOGGLES

From 4/6

Mk. 8 £1 5 0

Mk. 9 £1 7 6

Scooter specs. ... 9/9

8. GLOVES

Slazenger—WARMANTUFF Gauntlet

£3 5 0

WEATHERBLOCK Gauntlet ... £3 9 6

RAINBLOC £1 19 6

Ladies' scooter mitts £1 6 0

GLANFIELD LAWRENCE

KNOWN NATIONALLY
FOR
MOTORCYCLES
SCOOTERS
THREE WHEELERS
SALES - SPARES - SERVICE

LONDON

FINCHLEY 407-419 High Road, N.12 (Fin. 0091) | **HIGHBURY** 28-32 Highbury Cntr., N.5 (North 2791)

CARDIFF 2-10 City Rd. (Cardif 20531) | **BRISTOL** 47-53 Bath Rd. (Bristol 78001) | **PORTSMOUTH** 147 Fratton Rd. (Ports. 74202)

SWANSEA 20 Rutland St. (Swansea 50311)

BEFORE You buy

Send for your FREE copy of
our 'WAYS AND MEANS'

SOLOS

1956 MATCHLESS 500 c.c. G100S, one owner, crash bar, carrier.....	\$159 10
1955 R. ENFIELD 500 Twin, 2-seat, built-in panniers, excellent cond., one owner.....	\$155 0
1955 A.H.C. 350 c.c. (reg. 36), wireless, new owner.....	\$140 10
1954 TRIUMPH 500 Speed Twin Avon fairing, Craven carriers, etc.....	\$135 0
1957 JAMES 250 c.c. "Colons," 2,000 miles, as new.....	\$135 10
1952 TRIUMPH 650 "Thunderbird," 4-seat, Avon fairing, diesel.....	\$115 0
	1955 M.S.U. 500 c.c. Quickly one owner, wherever.....

1956 HILLMAN Imp, radio, heater, blue.....	\$495 0
1955 STANDARD 10, heater, one owner, black.....	\$495 0
1950 (model) HILLMAN Minx, green.....	\$360 0
1957 AUSTIN 135 4-seat, heater, passenger seat, one owner, blue.....	\$375 0
1956 FORD Popular, Town and Country rear tyres, one owner, black.....	\$355 0
	1955 FORD Popular, Town and Country rear tyres, one owner, black.....

WE ARRANGE PART - EXCHANGES EITHER WAY — YOUR H.P. SETTLED

1951 MATCHLESS 500 Twin OHV, nice cond., dual seat R.S.A. 150 Bastam Major, 3,000 miles only as new, wireless, decent, leatherlike, taxed.....	\$115 10
1958 SUNbeam 500 SE, black, d/seat, fine appearance.....	\$200 10
1952 VELOCETTE 350 O.R.V., M.A.C. ex. tyres and appearance, motor V.M.C. diesel.....	\$200 10
1956 TRIUMPH 150 "Terrier," 2-seat, d/seat, decent, one owner.....	\$200 10
1961 B.S.A. 250 c.c. C10L, d/seat, spring frame.....	\$279 10

1954 FRANCIS-BARNETT 197 c.c. only 10,000 miles, 2-seat, dual seat, battery lighting.....	\$72 10
JAMES 98 c.c. Comet, alarm suspension, hub brakes.....	\$72 10
NORMAN 125 c.c. d/seat, alarm, 11,000 miles only.....	\$72 10
M.S.U. 500 c.c. Quickly one owner, wherever.....	\$72 10

1956 HILLMAN Imp, radio, heater, blue..... \$495 0

1955 STANDARD 10, heater, one owner, black..... \$495 0

1950 (model) HILLMAN Minx, green..... \$360 0

1957 AUSTIN 135 4-seat, heater, passenger seat, one owner, blue..... \$375 0

1956 FORD Popular, Town and Country rear tyres, one owner, black..... \$355 0



**YOUR Scooter
is in OUR**

SHOWROOMS

Choose from
the latest Brand New
**LAMBRETTAS
VESPAS
PROGRESS
PHOENIX, Etc.**

At Camberwell Green OR Edgware Rd. ('13/5) W.2

We went one better—



and bought an *Isetta*

BRITISH ISETTA—

thoroughbred of the light cars
from £349.19.6 including Purchase Tax

Hard- and soft-top vans

4-cwt. pay-load

£299.19.6

including Purchase Tax

MARBLE ARCH MOTOR SUPPLIES

286 - 302, CAMBERWELL ROAD, S.E.5.

1956 HILLMAN Imp, radio, heater, blue..... \$495 0

1955 STANDARD 10, heater, one owner, black..... \$495 0

1950 (model) HILLMAN Minx, green..... \$360 0

1957 AUSTIN 135 4-seat, heater, passenger seat, one owner, blue..... \$375 0

1956 FORD Popular, Town and Country rear tyres, one owner, black..... \$355 0

1955 FORD Popular, Town and Country rear tyres, one owner, black..... \$355 0

1953 (Des.) FORD Popular, reconditioned engine, heater, black..... \$295 0

1949 FORD Prefect, black..... \$275 0

1958 MORRIS 8, 2-door saloon..... \$213 0

1955 FORD Standard, 2-dr., cream..... \$199 0

1954 VAUXHALL Velox, bronze, heater, good tyres..... \$355 0

1954 VAUXHALL Velox, silver straw, radio, heater, electric seats, vinyl covered, spotless, standard, polished, television aerial, mud flaps, mireels, exhaust deflector, roofed wing mirrors, head-lamp visor, panoramic rear view mirror..... \$251 0

1954 VAUXHALL Wyvern, 4/4, black, heater, twin spots, tax-free, last year..... \$285 0

TICK YOUR REQUIREMENTS

Please send me— List of Used Motorcycles.

Clothing Catalogue. Easy Terms Proposal Form.

New Sidecar Brochures. Camping Catalogue.

WAYS & MEANS

Name.....

Address.....

ISETTA FEATURES—

- 1 4-wheel superb traction and stability
- 2 Hydraulic braking to all 4 wheels—praised by the technical press
- 3 World-famous B.M.W. 300 c.c., 4-stroke, air-cooled engine (separate oil and petrol)
- 4 Tubeless tyres lasting up to 40,000 miles
- 5 All-steel body with heavy tubular-bar front-door protection
- 6 Seats 2 adults and a child in comfort, with ample room for luggage
- 7 Cruises constantly at 50 m.p.h.—town and country 70 miles per gallon
- 8 300 agents in Great Britain ensure your local service

You cannot do better than own an Isetta—the world's largest-selling light car in its class. Nearly 100,000 Isetta owners cannot be wrong.

PASS & JOYCE LTD

184-188 GREAT PORTLAND STREET
LONDON W.1 Phone: MUSum 1001

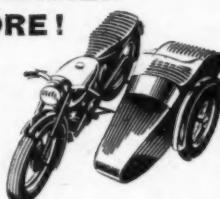
Agency enquiries invited from small
progressive firms

Also at Peter Street, Manchester
and Bourne Court, Bournemouth

TOUCH UP OR REPAINT

**—QUICKER AND EASIER
THAN EVER BEFORE!**

You can now treat your machine to the sparkling mirror-smooth brilliance of a Brushing Belco finish even more easily and quickly. The new Brushing Belco Primer Surfacer dries so fast that you can brush on your second coat *within an hour* of applying the first. And an hour or so later you can start smoothing down for your finishing coat of Belco brilliance!



BRILLIANCE STOPS RUST

Damaged or worn paint—even a scratch—means rust eating further and further into the metal and reducing the value of your machine. Touch up now, quickly and easily with Brushing Belco. There's nothing like it for providing a hard brilliant protection that *'lasts'*!

A BRILLIANT REPAINT FOR YOUR MACHINE

You'll make a wonderful job of it with Brushing Belco! Apply Brushing Belco quickly and freely with the least possible amount of brushing. *Don't* go back on your work trying to 'improve' it. Brushmarks disappear on their own, leaving a brilliant glass-smooth finish. There's a big range of colours to choose from. Follow the Belco instruction leaflet, step by step, and you'll turn out a job to be proud of!

Obtainable from HALFORDS branches
or your usual dealer



**BRUSHING BELCO
PRIMER SURFACER
AND
CELLULOSE BRUSHING
BELCO**

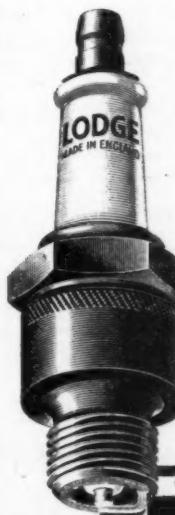


ARE YOU A HOP'N STOP MOTORCYCLIST

If so—if you're forever stopping to clean or change plugs—you should do something about it. You should fit Lodge... and feel the difference.

For high performance and wonderful flexibility there's the Lodge platinum pointed plug—tested and proved the hard way by trials enthusiasts to whom flexibility is all-important. Platinum-pointed plugs cost 15/- each—a small price to pay for new-engine performance.

Two stroke engines present their own problems; whiskering, fouling and pre-ignition. Here, too, there's a Lodge to fill the bill—the Silver Electrode plug. Designed especially for two-stroke engines, these anti-trouble plugs cost 6/6 each. Ask your garage about LODGE or send the coupon below.



Remember—when you buy LODGE,
you buy British.

Every component in a Lodge Spark
Plug is made in Britain from British
materials.

FIT

LODGE PLUGS
LTD.,
RUGBY.

LODGE
SPARK PLUGS
AND STOP HOPPING!

Please send details of the PLATINUM POINTED/SILVER ELECTRODE PLUG
NAME.....
ADDRESS.....

THE MOTOR CYCLE

RATES: 1/- for 2 lines or less and 6/6 for every additional line or part thereof, average line 7 words. Each paragraph is charged separately. Name and address must be paid for. All advertisements must be strictly prepaid.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- extra to defray the cost of registration and postage, which must be added to the advertisement charge. Replies should be addressed to "Box 0000 c/o 'The Motor Cycle,' Dorset House, Stamford Street, London, S.E.1."

ADLER

R & C AUTOCARS, Ltd., 98, Park Lane, W.I. Grosvenor 6968.
SALE concessionaires for Adler motor cycles; scooters & mopeds, immediate delivery Junior model with 12-volt starter and luggage carrier; £163/1/3 inc. P.T.O. [S1075/R]

COMERFORDS for Adler from stock.—Portsmouth Rd., Thames Ditton, Surrey. Embroider 5531. [C1006]

A.J.S.

A.J.S. MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [1017/R]

SPEEDWAY OF ACTON

1955 500cc 18MS springer, superb condition; £145. 310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. [C1121]

ROWLAND SMITH'S for A.J.S.

All models supplied.

FREE tax and insurance with second-hand motor cycles.

WHITE & MARTIN for your new A.J.S.; part exchanges; h.p.—18. Ashfield Parade, Southgate N.W.10. Tel. 1035. [C1152/R]

BOB KEELER, Ltd., offer all A.J.S. models for immediate delivery; top prices for part exchanges—125-151, Ealing Rd., Wembley 2150. [10194/R]

PUTNEY AUTOS for your new A.J.S.; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

SCOCOMBES OF NEASDEN!! for your new A.J.S.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

HARRY NASH 12/4½ of brand new 1957 models. H.1958 models in stock, 24 mths. h.p. exchanges.—31, King St., Hammar Smith, W.6. Tel. 2837. [C1090]

COMERFORDS for A.J.S., new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

WHITBYS OF ACTON.—New models in stock, exchanges; h.p. spares.—263-273, Acton Vale, London, W.3. She. 5355 (Showroom); She. 6785 (Spares). [C1128/R]

A.J.S. WANTED

ROWLAND SMITH'S, the A.J.S. buyers.—Hampstead High St., London, N.W.3. Ham. 6041.

GEORGE CLARKE pay most for A.J.S.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

COMERFORDS require good A.J.S. machines for cash; send details or call.—Thames Ditton. [W1006]

CLAUDE RYE, Ltd., urgently require all models in good condition. Give our price first! H.P. accounts settled. We pay carriage.—895-921. [W1107/R]

WE pay £10 more for A.J.S.; H.P. accounts settled, we pay your fare name—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

A.J.S. SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% A.J.S. spares. C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 1373. [C1017]

CLAUDE RYE, Ltd., A.J.S. specialists.—Spares: 895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

KAYS OF EALING, Ltd., A.J.S. spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

ELITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200.—Vast range of A.J.S. spares. Call or send C.O.D. [S1169/R]

CLASSIFIED ADVERTISEMENTS

**PRESS DATE:
FIRST POST MONDAY.**

Advertisements that arrive too late for a particular issue will be inserted in the following issue unless accompanied by instructions to the contrary. Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons Ltd., and crossed & Co. The publishers are not responsible for clerical or printers' errors although every care is taken to avoid mistakes. The Publishers retain the right to refuse or withdraw advertisements at their discretion.

APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Motor Cycle" Approval Scheme facilities should send for particulars, which are available on application.

A.J.S. SPARE PARTS

GUS KUHN.—Genuine A.J.S. spares stockists, 275 Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0133/R]

C.O.D. and service units, £10,000 spares in stock.—Rapids, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895 and 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 5320-3. [S1137/R]

PUTNEY AUTOS.—Genuine spares for post-war cars; also genuine Burman gear box, £2. S.W.15. Putney 6887. [S1138/R]

GODFREYS, Ltd., c.o.d.—226-234, London Rd., Croydon, Croydon 41-3; 208-210, Gt. Portland St., W.1. Eus. 4632-4; 418, Romford Rd., Forest Gate, E.7. Gir. 1234-5; 220, Barking Rd., E.16. Ham. Gra. 8088; 94-96, High Rd., Tottenham, Sta. 5656. [S1093/R]

AMBASSADOR

A MBASSADOR.—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield Road 3155-5. [10098/R]

GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1052/R]

GIFTS OF SOUTH HARROW for new Ambassadors; terms, exchanges.—568, Northolt Rd., Byron 2484. [C1035/R]

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Tan 4087. [C1165/R]

COMERFORDS for Ambassador, new and second-hand, 1,000 machines in stock; send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5531 (6 lines). [C1006]

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p. ride away, 10 mins. 568-591, Fulham Rd., Fulham. Ren. 6174. [C1105/R]

AMBASSADOR SPARE PARTS

SPEEDWAY OF ACTON for all Ambassador spares: 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acorn 5031-2. [C1121/R]

ARIEL

A WHITBYS OF ACTON.—Biggest dealers in the Home Counties for Ariels; immediate delivery; h.p.; exchanges.—273, Acton Vale, London, W.3. She. 5355. [C1128/R]

ROWLAND SMITH'S for Ariel. NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

245 combination, Avon sports with sprung wheel and brake, exceptional choice of 2. [ARL 1957, 49cc Hunter, one careful owner, almost new.

175 combination, brand new. [ARL 1957, 49cc Hunter, one careful owner, almost new.

159 gns.—Ariel 1957, 49cc Hunter, one careful owner, almost new.

105 gns.—Ariel Twin 1952, 49cc ohv spring frame combination; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Ham. 6041. [C1114]

MACS MOTORCYCLES (PARK ROYAL) offer:—

1955 (November) 600cc Ariel S.A. Springer with matching Avon sidecar on brake wheel chassis, a one-owner outfit; £179.

MACS MOTORCYCLES, 5, Cinema Parade, Western Ave., Park Royal, W.5. Perivale 4090. [C1756]

A RCHER OF ALDERSHOT for Ariel, etc., spares and service.—Victoria Rd. Tel. 323. [C1062/R]

HAYDN, Ltd., main agents; part exchanges, terms; service and repairs.—162, High Rd., Ilford 0800. [C1054]

ELEANOR MOTORS for Ariel, terms, exchanges. 265, Marsh St., Hackney, E.8. Amherst 5154. [C1014]

NICK LANCASTER for all Ariels, including Four stocks.—53, Whitegate Drive, Blackpool 24720. [C1014]

COMERFORDS for Ariels new and second-hand; send for lists.—Thames Ditton. Emb. 5531 (6 lines). [C1006]

T. W. KIRBY MOTOR CYCLES, Ltd., your Ariel specialists, 10, Ronco Corner, Hornchurch. Tel. 8785. [C1018]

1955 600 cc Ariel and Blackwell sidecar, immediate delivery; £169; terms.—Bernards of Hounslow, 43 Whilton Rd., Hounslow. Hounslow 9887. [C1755]

CONTINUED →

PRIDE & CLARKE
158 STOCKWELL ROAD, LONDON SW9
Phone: BRI 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesdays from

PRIDE & CLARKE
BETTER
EXCHANGE NOW

AND BE READY FOR THE SEASON WITH A
BRAND NEW 1958
ARIEL



PAY $\frac{1}{2}$ DEPOSIT & RIDE AWAY
24 MONTHS TO PAY
TAX & INSURANCE INCLUDED IN TERMS

Immediate Delivery

200 c.c. o.h.v. COLT Springer £155 18 9
350 c.c. o.h.v. RED HUNTER Spr. £230 15 9
500 c.c. o.h.v. RED HUNTER Spr. £237 0 6
600 c.c. s.v. VB de Luxe Spr. £222 1 1
650 c.c. s.v. HUNTMMASTER Twin £286 19 4
1,000 c.c. o.h.v. SQUARE FOUR £336 16 6

COLOURS TO CHOICE

Now is the best time to Exchange for a new 1958 Model. We welcome any Cycle, Motorised-cycle, Motorcycle or Car as whole or part deposit on any new machine. We can settle your present H.P. account and if the allowance exceeds the deposit required WE REFUND THE DIFFERENCE IN CASH. Complete coupon in column 3 for immediate exchange quotation and full details of this amazing offer.

ALL LEADING MOTORCYCLE AGENCIES

including: A.J.S., ARIEL, AMBASSADOR, DOT, EXCELSIOR, GILERA, HUSQVARNA, JAMES, MATCHLESS, NORMAN, NORTON, NSU, PANTHER, R. ENFIELD, SUN, TRIUMPH, VELOCETTE, ZUNDAPP, Etc.

ALL LEADING SCOOTER AGENCIES

including: ALPINO, BELLA, D.K.R., DOVE, DUNKLEY, DIANA, HO, KREIDLER, MAICO, MOST, NSU, PUCH, PIATTI, PEUGEOT, SUN, TERRIT, VESPA.

ALL LEADING MOPED AGENCIES

including: BIKETTA, BOW, DOT, TIVI, DIAMETTE, HENKEL, HERCUMOTOR, H.M.W., ITOM, RESIDALE, LAMBERTTE, LEOPARD, MERGETTE, NEW HUDSON, NIPPI, HNL, QUICKLY, PHILLIPS, GOM'INETTE, WHIPPET.

IMMEDIATE POSTAL SERVICE

FOR EXCHANGE QUOTATION AND FREE ILLUSTRATED CATALOGUES COMPLETE COUPON

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON SW9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday 1 p.m.

B.S.A.
OWEN BROS., 100% B.S.A. specialists.

WE part exchange any make and arrange h.p. protection insurance.

ASY terms, $\frac{1}{2}$ deposit and balance over 24 months.

SEE the B.S.A. models on display and choose now.

OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Tel. 5253. [C1095/R]

W.HITBYS.

WHITBYS OF ACTON, the biggest B.S.A. dealers in the Home Counties, for immediate delivery of your new B.S.A. large selection of solo and combination 273, Acton Vale, London, W.3. Tel. 5355. [C1128/R]

JOHN SURTEES.

SEE a complete range of 1958 models plus a collection of clean, guaranteed used B.S.A. at our West Wickham, Kent, showroom—Tel. Spring Park 3700. hire purchase, part exchange; immediate delivery.

[C1145]

FISHERS OF ACTON.

1947 B.S.A. M33 250cc B.S.A. sports sidecar; £65. deposit £22. 18 months £2/16/2.

1952 B.S.A. Star twin springer, very fast; £79/10. deposit £26/10. 18 months £3/9/8.

1947 B.S.A. M21 600 sv double adult saloon; £49/10. deposit £16/10. 12 months £3/3/4.

1953 B.S.A. A7 500cc twin child/adult saloon Maxstoke, as new; £149/10 deposit £50. 24 months £5/10/10.

1949 B.S.A. A7 500cc twin child/adult saloon; £79/10. deposit £26/10. 18 months £3/8/8.

44, Western Ave., East Acton, W.3. Shepherds Bush 5007. 3 mins. Acton Underground.

[C1005]

G. P. BALHAM, Ltd., offers:

1950 B.S.A. 500cc B33; £79.

1949 B.S.A. B31 350cc; £79.

2B and 137, Balham Hill, S.W.12. Battersea 1107 (ext. 4).

R. OWLAND SMITH'S for B.S.A.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles—B.S.A. Flash, 1954, 650cc, swinging arm, 135 m.s.—B.S.A. Flash, 1954, 650cc, swinging arm, dual seat, carefully used.

95 m.s.—B.S.A. December 1956, 250cc spring frame, dual seat, windscreen, pannier bags, 923 miles.

79 m.s.—B.S.A. 1951, 500cc o.h.v. combination, Albion saloon, extra.

62 m.s.—B.S.A. Bantam, October 1956, 125cc springer, many extras, one careful owner.

52 m.s.—B.S.A. Dandy 1957 70cc, windscreen, carefully used, choice of 3; terms, exchanges, list; open 9-7 week-day and Saturdays—Rowland Smith, (Tube), W.Ham. 6041.

[C1114]

CHITHAM & DAVIS, Ltd., offer:

£219—1956 B.S.A. Road Rocket, small mileage, excellent tyres, superb motor; terms, exchanges.

—44, High St., Eltham, S.E.9. Eltham 7834.

[C1762]

MITCHELL & ERSKINE, Ltd. (Palmers Green) offer:

1957 B.S.A. C12, s/arm suspension, immaculate condition; choice of 2, £129.

ONE-THIRD deposit, balance 12, 18, 24 months; part exchanges welcomed.

15—Green Lanes, Palmers Green, N.19. Bowes Park 5222 & 4976.

[C7566]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.1.

WE can supply immediate delivery of any new B.S.A. model.

1955 B.S.A. C11 250cc springer, 9,000 miles only, as new; £89.

1957 excellent; £135.

1952 B.S.A. Bantam springer; £45.

1952 B.S.A. Gold Flash springer, beige, outstanding; £119.

1954 B.S.A. C11G4, 250 springer; £75.—Brixton 6555. Terms and exchanges.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 434-436, Hertford Rd., Enfield. Tel. Hodson 1631, 2925.

1956 500cc B31, one owner; £149.

[C1132]

ELEANOR MOTORS for B.S.A. terms, exchanges.

—265, Mare St., Hackney, E.8. Amherst 5131.

B.S.A. 500 1950 B33, good condition; £80 o.n.o.—Carnarvon Castle, Chalfont St. Giles, Bucks.

[C7522]

PUTNEY AUTOS for your new B.S.A.; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.10. Put 1186.

[C1138/R]

SLOCOMBE'S OF NEASDEN!!! for your new B.S.A.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines.

[C1115]

ASTON AUTO-MOTORS OF BIRMINGHAM.—B.S.A. sales and service, 125cc to 650cc, a model for every one, new models on show; quick delivery.

172-177, Aston Rd., Birmingham, Ast. X 3201-2.

[C0561/R]

J. J. DOUBBLE (MOTOR CYCLES), Ltd., 1958 B.S.A. agents; terms; spares, service, repairs 809-811.

High Rd., Goodmayes. Tel. Seven Kings 8744.

[C1119/R]

1956 Bantam Major, 4,000 miles, motor cycle

mechanic owner, dual seat, tools, taxed year, faultless; £68.—170, Lower Clapton Rd., Hackney, E.5.

[C7556]

PRIDE & CLARKE
2000 NEW & USED BARGAINS



IMMEDIATE POSTAL SERVICE

TAX & INSURANCE INCLUDED IN TERMS

**1/3 DEPOSIT
24 MONTHS
TO PAY**

**EXCHANGES
ANY MODEL
HP % Settled**

**SUPER
BARGAIN
LIST FREE**

**THIS SERVICE
SAVES YOU
£ £ £**

POST TODAY

I am interested in a NEW/USED

MAKE..... PRICE.....

Model..... c.c.

I have for exchange a 19..... c.c.

Make..... Mileage.....

I must have f...

NAME.....

ADDRESS.....

M.....

C.....

D.....

SEE DISPLAYED ADVERTISEMENTS

PRIDE & CLARKE

158 STOCKWELL ROAD, LONDON SW9

Phone: BRI. 6251 • Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesday 1 p.m.

PRIDE & CLARKE

AMAZING BARGAIN !!

UNREGISTERED

500 c.c. SV EX-W.D. 16H

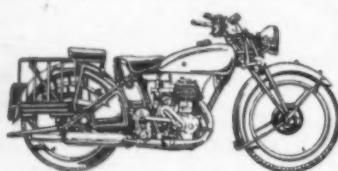
VERY LOW MILEAGE MODELS

£39.10

£13.10 Deposit

Balance by 24 monthly payments of £1.8.2.

Tax and insurance added to terms if desired



GENERAL SPECIFICATION:

- Enclosed valve gear.
- Dry sump lubrication.
- 4-speed foot change gearbox.
- Lucas Magdyno AVC Lighting.
- Smiths 80 m.p.h. speedo.
- Amal carburettor.
- Heavy duty 19 x 3.25 tyres.
- Finish W.D. Khaki.

Built to exacting Government specification and ideal for solo or sidecar work, these models are the finest value for money ever offered.

Don't delay, order now while stocks last and avoid disappointment, you can easily afford one of these fine sturdy bikes on our simple "out of income" terms.

IMMEDIATE POSTAL SERVICE

EXCHANGES—Any make or model accepted as deposit. H.P. A/cs. settled. Lists Free. Write, Phone, Call or

USE THIS TIME SAVER

I am interested in an Ex-W.D. Norton

I have for exchange a 19.....

MAKE MODEL

For which I must have

NAME

ADDRESS

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9

Phone: BRI 6251 Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesday to Saturday

B.S.A.

COMERFORDS for B.S.A.: 1,000 machines in stock. Portsmouth Rd., Thames Ditton, Surrey. [C1006]

B.S.A. from stock—Loxham's Motor Cycle House, Fishergate, Preston. Exchange: h.p. terms. Tel. 4242.

B.S.A. B31 1955, show-r. cond. A.F. windscreens and extras, taxed for year, £130. and motor coat and waders, £5.—Tel. Wall. 6207, 10, Acre Lane, Carshalton. [T708]

HARRY NASH 12½% off brand new 1957 models, all Rocker Flashers, 350, 350, 350, Bantams, 1955 350 s arm, Avon fairings, snip, £135.

H—1954 250 ohv 4 spd. s/f. beauty, £89; 1953 H—250 ohv 4 spd. s/f. bargain, £82.

H—1949 250 ohv, snip, £49, 24 mths. h.p.—391, King St., Hammersmith, W.6. Tel. 2373-8. [C1090]

GOLDEN Flash, black or beige; Cl2 and bantams £150 or £175; all for immediate delivery; also 2 1957 Rock Rockets, low mileage, terms, exchanges.

Badger Games, Blandford, Dorset. Tel. G15. [C1168]

1955 B35 s arm, beautiful cond., unmarked, mechanical condition, faultless, maintained by motor cycling enthusiast regardless of cost, £1,125 miles, screen, cbars, tools, etc., tax, insured for year; £145 o.n.o.—Theydon Bois 2215 (near Epping). [T726]

MEETEN'S, Shannon Corner, New Malden, for immediate delivery of the sensational new 1957 Bantam Super, and all the smaller B.S.A. types, including the new two-tone and improved Dandy Scooterette; tuition, exchange, lowest h.p. lists.—Tel. Malden 3110. [C1203]

B.S.A. WANTED

ROWLAND SMITH'S, the B.S.A. buyers—Hampstead High St., London, N.W.3. Han. 6041. [W1114-B]

SMITH'S, 86, Chalk Farm, Rd., N.W.1. want B.S.A.s—Gul. 2767. [0068/R]

GEORGE CLARK'S pay most for B.S.A.—278, Brinton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.3. Renown 6174. [W105/R]

WE pay £10 more for B.S.A.; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it in Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6-day. Tel. Reading 2237. [W1039]

B.S.A. SPARE PARTS

OWEN BROS

WE have the largest stocks of B.S.A. spares.

EVERY spare including Amal, Wico-Pacy, Lucas and B.S.A. exchange service.

NO finer service exists. 24 hour c.o.d. or immediate counter service.

SPARES lists 5/6; service sheets 7/6, post free.

OWEN BROS., 19, Battersea Rise, Clapham Junction, S.W.11. Bat. 7816-7. [S1095/R]

DONT be penny wise, pound foolish—always use genuine B.S.A. spare parts.

B.S.A. spares catalogue, 5/6 post free (state model and year).

B.S.A. MOTOR CYCLES, Ltd., Service Dept., 47, Montgomery St., Birmingham, II, or from any B.S.A. dealer. [T751]

B.S.A.

SPECIALISTS on the spot!

COUNTY CYCLE & MOTOR Co., 266, Broad St., Birmingham, I.—Daily factory visits, prompt c.o.d. and complete exchange part service.—Mid. 6508. [S1024/R]

WHITBY'S.

WHITBY'S OF ACTON.

WHITBY'S—London's largest B.S.A. agents. Our association with B.S.A. covers over 50 years. WE offer the finest service.

TREMENDOUS stocks of spares available over the counter or c.o.d. Trade supplied.—Whitby's of Acton, Ltd., 263, Acton Vale, London, W.3. She. 6785. [S1125/R]

GLANFIELD LAWRENCE.

FOR B.S.A. genuine spares and replacement service; immediate attention to counter and c.o.d. orders. MAKE Glanfield Lawrence your B.S.A. service station.

LONDON (FINCHLEY)—407, High Rd., North Finchley, N.12. Fin. 0091.

LONDON (HIGHBURY)—28-32, Highbury Corner, N.5. Nor. 2791.

CARDIFF—2-10, City Rd., Cardiff 20531.

BRISTOL—47-53, Bath Rd., Bristol 78001.

PORTSMOUTH—147-151, Fratton Rd., Portsmouth 74202.

SWANSEA—20, Rutland St., Swansea 50311.

GODFREYS, Ltd.—B.S.A. spares stockists; c.o.d.—All depots; see display advt. [S1046/R]

GODFREYS, Ltd.—B.S.A. spares stockists; c.o.d.—All depots; see display advt. [S1052/R]

CASH in a FLASH!



WANTED

MOTORCYCLES
COMBINATIONS
SIDECARS
CHASSIS
3 WHEELERS

Any Make,
Year or Model
If your Bike is GOOD
our offer is BETTER

HIGHEST QUOTATION
BY RETURN OR
REPRESENTATIVE WILL
CALL

H.P. ACCOUNTS SETTLED
FREE COLLECTION

WE PAY CARRIAGE OR
YOUR FARE PAID HOME
IF YOU SELL YOUR
MACHINE TO US

WRITE, PHONE, CALL OR

USE THIS TIME-SAVER!

I WISH TO SELL MY

19 Model

Make Model

Condition Mileage

For which I must have

NAME

ADDRESS

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, SW9

Phone: BRI 6251 Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesday to Saturday

FRANCIS-BARNETT

WHITEYS OF ACTON.—Immediate delivery of new models.—275, Acton Vale, W.3. Tel. SHE 5355. [C1128/R]

ELEANOR MOTORS for Francis-Barnett; terms exchanged.—265, Mare St., Hackney, E.8. Amherst [C1026]

RENO'S.—Special offer, Francis-Barnett (registered R 1957) 225cc, swinging arm, 4-speed, dual seat, screen: 95s. [C1115]

RENO'S.—Francis-Barnett late 1957 225cc Cruiser, R 1957, telescopic forks, dual seat, one seat as new; 125gs. 232-3-4, Upper St., London, N.1. Cannonbury 0221. 217, Hornsey Rd., London, N.7. Archway 5388. [C1104]

LITTLEJOHN'S.—Main dealer: machines, spares; terms; exchanges.—2, Ruskin Rd., Greenford, Watford 3255. [C1027/R]

SLOCOMBES OF NEASDEN!!! for your new Francis-Barnett; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

REX JUDD have all 1958 models, immediate delivery and hire purchase; your present model at current value in part exchange.—High St., Edgware 3944/0862. [C1077]

WHITE & MARTIN for your new Francis-Barnett; exchanges, terms; spares and accessories.—18, Ashurst Road, Southgate, N.14. Palmers Green 3100. [C1152/R]

MEECHENS for Francis-Barnett, of course!—Meechens were the first to publicly prove the reliability, speed and value of these superb lightweights in 1923, and still enthuse and specialise in this famous marque, without a break 35 years after; Meechens always have every 1958 model including the new Scratches for immediate delivery; we offer free delivery, tuition and, of course, the finest F.B. and Villiers spares service in the industry; send for free lists or request free demonstration.—Meechens, Shannon Corner, New Malden, S.10. [C1203]

FRANCIS-BARNETT WANTED

GEORGE CLARKE pay most for Francis-Barnett.—275, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S the P.-Barnett buyers.—Hampstead High St., London, N.W.3. Tel. 6088. [W1114/R]

WATKINSON MOTORS.—Top prices for Francis-Barnett.—136, Stockwell Rd., S.W.9. Brixton 2688. [W1174/R]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.3. Renown 6174. [W1105/R]

WE settled 100% for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay carriage home.—Ride it to Kingsway Motors 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6-day. Tel. Reading 2237. [W1039]

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 136, Stockwell Rd., S.W.9. Tel. 2838. [S1174/R]

HOR STREET GARAGE, Ltd.—Genuine spares; ceter, c.o.d. trade.—414, Hor St., W.10. Tel. 1710. [O279]

KATS OF EALING, Ltd., Francis-Barnett spare parts K stockists.—Trade supplied; quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2367. [S1075/R]

GILEREA

PRISE & CLARKE, main agents.—175cc sports, £199/15/6; ½ deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.3. Tel. 6251. [C1098/R]

GREEVES

GREEVES MOTOR CYCLES, Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 261.

The thrill of lifetime! when you own the new EEC Fleetwing twin; send your address for details. [O2012]

ROCHER OF ALDERSHOT, for Greeves etc.; spares and service.—Victoria Rd., Tel. 323. [O364/R]

SLOCOMBES OF NEASDEN!!! for your new Greeves; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

GREEVES Main Dealers.—New models available, immediate delivery.—G.P. Balham, 2b and 137, Balham Hill, S.W.12. Battersea 1107, ext. 4. [C1091]

COPERMORFOS for Greeves, 20 T.A. Scottish trials, from stock; exchanges.—Portsmouth Rd., Thames Ditton, Emberwood 5531. [C1006]

HARLEY-DAVIDSON

1958 models now at our new showrooms; large ohv, quiet, smooth, V-twin engines, extremely fast powerful and easy to handle; the best if you can afford it; sole concessionaires.—P. H. Warr, Ltd., King's Rd., London, S.W.6. Renown 6334. [C1001]

HARLEY-DAVIDSON SPARE PARTS

CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

INDIAN SPARE PARTS

CLAUDE RYE, Ltd.—Huge stocks of brand new spares, lists available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

NEW 1958 MODELS



THE BIGGEST AND BEST SELECTION FOR IMMEDIATE DELIVERY

Come and See Whitbys Now

HIGHEST EXCHANGES

You'll be a lot better off when "Swapping" your machine if you come along to WHITBYS...

... WHITBYS need good clean Solo, Comb'nations, Scooters and Three-Wheelers, and will pay Tip-Top Prices.

BRING YOURS ALONG TODAY AND GET £££s MORE IN PART EXCHANGE

SECONDHAND BARGAINS

HERE IS A SMALL SELECTION

COLOR Cash Price

1955 B.S.A. Shooting Star, 500 c.c., sframe, s/motor, d/seat, one owner since new, very good. £170

1956 ARIEL VB, 690 c.c. S.V., s/motor, d/seat, pirexes, one owner since new, ideal sidecar machine. £150

1956 TRIUMPH TT100, 650 c.c. Twin, s/motor, d/seat, Rockar panthers, carrier, e/bars, immaculate. £150

1957 ROYAL ENFIELD Bullet, 500 c.c. Twin, s/motor, d/seat, panniers, carrier, s/frame, new. £150

1957 MATCHLESS G11, 690 c.c. Twin, s/frame, Avon fairing, carrier, s/frame, good condition. £150

1958 TRIUMPH 6T, 650 c.c. Twin, s/motor, d/seat, blue/chrome, ideal solo or sidecar machine. £150

1957 HOWE 100, 600 c.c. Twin, s/motor, d/seat, 3,000 miles only, sparkling condition, one owner. £150

1957 B.S.A. Bantam Major, 150 c.c., s/motor, d/seat, screen, 3,000 miles, only one owner, as new. £150

1958 ERNFIELD Bullet, 350 c.c. Twin, s/motor, d/seat, grey/black finish, very good. £150

1957 ARIEL 50, 250 c.c. Twin, s/motor, d/seat, immaculate black/chrome finish, A1 condition throughout. £150

1955 SUN Cyclone, 225 c.c. V-twin, 4 speed, s/motor suspension, d/seat, p/rests, 9,000 miles, excellent cond. throughout. £150

1954 NORTON 600 c.c. O.H.V., s/motor, suspension, d/seat, p/rests, good tyres, carefully used model in ex order. £150

1954 GREEVES Fleetstar, 190 c.c. OE Villiers engine, s/motor, s/frame, carrier, black/chrome finish. £150

1951 TRIUMPH TT100, 500 c.c. Twin, alloy motor, sprung hub, twin seats, p/rests, bargain at. £150

1954 B.S.A. Bantam, 125 c.c., s/frame, luggage carrier, good appearance throughout, bargain at. £150

1954 ERNFIELD 125, 125 c.c., s/frame, black/picnic paniers, carrier, s/frame, good condition. £150

1955 ERNFIELD Clipper, 500 c.c. O.H.V., s/motor, l/sheilds, d/seat, good tyres, low mileage, smart maroon/chrome finish. £150

1956 TRIUMPH Speed Twin, 500 c.c., s/motor, d/seat, screen, l/sheilds, very smart maroon and chrome finish, very sound mechanically. £150

COMBINATIONS

1957 ARIEL 4G, 1,000 c.c. 4-pot alloy motor/sframe, d/seat, fitted with sweater saloon, good order throughout. £150

1956 B.S.A. A10, 650 c.c. Twin, sframe, d/seat, with new Rankin Bidford 2 adult saloon, immaculate cond. throughout. £150

1955 ARIEL FB, 650 c.c. Twin, sframe, d/seat, very fine, very firm under throughout. £150

1958 R.M.W. 651, 650 c.c. Twin, sframe, shaft drive with '55 Steel S501 sports, brake wheel, endurost maintained. £150

1950 PANTER 100, 600 c.c. O.H.V., teles, plims, fitted with Trinder 2-seater saloon, bargain at. £150

1955 TRIUMPH TT100, 500 c.c. Twin, s/motor, d/seat with Manske CA saloon, excellent condition. £150

IMMEDIATE POSTAL SERVICE

WHITBYS
OF ACTON

SPARES—TEL. SHE 6785

THE VALE, ACTON, LONDON, W.3

PHONE: SHEPHERDS BUSH 5355/6

Hours of Business: 9 a.m.—7 p.m. weekdays
Saturdays 6 p.m.

JAMES

JOHN SURTEES,

SEE a complete range of 1958 models plus a collection of clean, guaranteed used James at my West Wickham, Kent, showroom.—Tel. Spring Park 3700. hire purchase, part exchange; immediate delivery. [C1145]

CERTHAM & DAVIS, Ltd., offer:—

£89—1956 James 197cc model K7, small mileage, excellent condition. £32—1950 James 125cc, taxed and insured until Dec., ride away; terms, exchanges.—44, High St., Eltham, S.E.9. Eltham 6784. [C1079]

NORTH London—Tele Autos for James sales and service.—18, Turnpike Lane, N.8. [O123/R]

A RCHER OF ALDERSHOT for James, etc.; parts and service.—Victoria Rd., Tel. 323. [O371/R]

RENO'S.—Latest 1958 models, immediate delivery; 12, 18, 24 months, self financed; terms, exchanges. [C1128/R]

RENO'S.—James Captain de luxe 197cc (1956-7), telescopic forks, swinging arm, dual seat, screen: bargain, 95gs. 232-3-4, Upper St., London, N.1. Cannonbury 0221. [C1104]

WHITBYS OF ACTON.—Immediate delivery of new models.—275, Acton Vale, London, W.3. Tel. 5355. [C1128/R]

SLOCOMBES OF NEASDEN!!! for your new James; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

1956 James 150, swinging arm, windscreens, leg shields, panniers. £78 h.p. terms.—Clarke 560-562, London Rd., Thornton Heath, S. [C1165]

JAMES Captain 197 '56 model, Avon Fairing, c./bar, leg shields, panniers. £95 o.n.o. p.v.c. suit fit 6ft. 14 stone, £23.—Hunt, 26, Stanfield Rd., S.W.9. [C1045]

REX JUDD have all 1958 models, immediate delivery and hire purchase; your present model at current value in part exchange.—High St., Edgware 3944/0862. [C1077]

!!! Gray's, Tottenham.—35gs, 1953 98cc James, maroon, legshields, carrier, sound throughout, written guarantee, terms exchanged.—819-821, High Rd., Tottenham, N.17. Tel. 6824. [C1069]

MEECHENS, Shannon Corner, New Malden, for immediate delivery of all the latest 1958 James models at lowest hire purchase prices; exchanges, tuition, spares, unbeatable Villiers service; trade supplied. [C1203]

JAMES WANTED

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

WE pay £10 more for James; H.P. accounts settled, immediately; we pay your fare home. Ride it to Kingsway Motors 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6-day. Tel. Reading 2237. [W1039]

JAMES SPARE PARTS

DEPTFORD AUTOS, James specialists, spares and repairs.—47-52, Deptford Bridge. Tel. Tideway 1587. [C1078]

KAYS OF EALING, Ltd., James spare part stockists. Trade supplied quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [C1075/R]

J.A.P.

J.A.P. engines and spares; world's largest distributors.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbrooke 2792. [C1066/B]

JAWA

1955 Jawa CZ 150cc, good condition, tuned engine, new bearings; £70.—Tel. Langley 641. [C1071]

NORMAN STOKES MOTOR CYCLES.—The Jawa-CZ specialist for you new 1958 Jawa, immediate delivery, terms and exchanges.—Vernon Street Corner, Wellington Road, Tel. Northampton 1309. [C1048]

NORTHAMPTON SCOOTERS, Ltd., for all the leading makers of scooters, including the new Jawa CZ 175cc, immediate delivery.—154, Wellington Rd., Northampton. Tel. 1309. [C1049]

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributor for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellington Rd., Northampton. Tel. 1309. [C1060/R]

LAMBRETTA

LAMBRETTA.—Sale concessionaires U.K., Lambretta Concessionaires, Ltd., Head office and sales, Beverley Works, Kingston By-Pass, S.W.20. Tel. Malden 7721. Service station, 213-219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 424-426, Kingston Rd., Raynes Park, S.W.20. Tel. Cherrywood 2204. [C1075/R]

SPEEDWAY OF ACTON.

1957 LDB Mark 3, low mileage, extras, choice of 2: £145. 1958 LDB Mark 1, host of extras, 2,000 miles only, choice of 4; from £129/10. 1956 LDB 150cc, many extras, choice of 12 from £125. [C1121]

THREE months' written guarantee on all used machines. Every new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acorn S051-2. [C1121]

£110—1956-57 150cc, very good condition, accessories.—Palmer, Tel. London Wall 2044. [C1059]

17 APRIL 1958

THE MOTOR CYCLE

(Supplement ix) 41

LAMBRETTA SPARE PARTS

ELEANOR MOTORS, Lambretta spares and service. Lambretta trained mechanics, all repairs.—265, Mare St., Hackney, E.8. **Ambert** 3923. [0237]

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advert. [S1052/R]

ASTON AUTO MOTORS OF BIRMINGHAM.—Complete range Lambretta spares and accessories; trade and retail, prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3201-2. [0496/R]

MAICO

MAICO (GREAT BRITAIN), Ltd. 81a, Gloucester Rd., S.W.7. Tel. Remington 4510-1. Spares and accessories. Address: 81a Gloucester Rd., S.W.7. Tel. Remington 4510-1. Sole concessionaires U.K. for Maico 24cc and 277cc auto scooter and Malcomobil 197cc, totally enclosed. All spares from stock. [01062/R]

SPEEDWAY OF ACTON for immediate delivery all models and colours from stock. Also Maicoletta 277cc and matching Stiebel sidecar. [0147]

1957 a superb, fast and economical outfit. £245. [0147]

1957 a superb, fast and economical outfit; £245. [0149/10-11-12] **Uxbridge** 1030. **Acton**, W.3. [0231]

CELTIC MOTORS, Ltd., for your new Maico Typhoon 400cc twin immediate delivery, all colours. [01121]

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandkye 3055.

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

CLAUDE RYE.—Immediate delivery new Maicos, choice of colours; terms—895-921. Fulham Rd., London, S.W.6. [01105/R]

EARLY deliveries of these models are usually possible if you order now through **Nich. Lancaster**, 55, Whitley Drive, Blackpool. Tel. 24720. [0147]

SLOCOMBES OF NEASDEN!!! for your new Maico. Terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

CELTIC MOTORS, Ltd., for your new Maicoletta or Maico Mobil; immediate delivery from stock; demonstration model available. [01121]

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandkye 3055. [0232]

THE north eastern's largest distributors; we can definitely give immediate delivery 250 and 277 Maicoletta, Malcomobil and 400 Taifun motor cycle.—Ken Sleazy, 58, Anaby Rd., Hull 16420. [0226/R]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., M.8.18. Tel. Woolwich 1223. [0108/R]

JOHN SURTEES.

See a complete range of 1958 models plus a collection of clean, guaranteed used Matchless at my West Wickham Kent, showrooms.—Tel. Spring Park 3700. hire purchase, part exchange; immediate delivery. [C1145]

ROWLAND SMITH'S for Matchless.

ALL models supplied
FREE tax and insurance with second-hand motor cycles.

1956—Matchless 1951 model 347cc ohv, dual seat. 59 carefully used.

1956—Matchless 1946 500cc ohv; terms, exchanges; 39; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampshire (Tub), N.W.5. Ham 6041. [C1114]

MITCHELL ERSKINE, LTD. (PALMERS GREEN). Offer—

1956 Matchless G11 600cc, in immaculate condition. £199.

1956 Matchless 69 at £189.

ONE-THIRD deposit, balance 12, 18, 24 months; part exchanges welcomed.

49 Green Lane, Palmers Green, N.19. Bowes Park 15 5222, 4976.

1954 Matchless G9 twin; £145.—Tel. Ashtead 3466, 9-5 p.m. [0231]

ARCHER OF ALDERSHOT for Matchless, etc. Apartments and service.—Victoria Rd. Tel. 323. [0363/R]

PUTNEY AUTOS for your new Matchless; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

1953 Matchless 350cc G3/L8, good condition; 95gns. o.n.o.—Smith, 5, Leapale Rd., Guildford, Surrey. Tel. Guildford 61216. [7546]

WHITTAKERS OF BLACKPOOL for your new Matchless, immediate delivery from stock.—19, Crook St., Blackpool. Tel. 24628. [C1139]

G9 160cc in very good condition, panniers, e/b, clothing, etc. C. terms; deposited: £125 or haggles. Johnson, 8, Chinnor Gdns., W.S. [7550]

SLOCOMBES OF NEASDEN!!! for your new Matchless; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

WHITEYS OF ACTON.—New models in stock; exchanges, b.p. spares.—263/273, Acton Vale, London, W.3. She. 5335 (Showrooms). She. 6785 (Spares). [C1128/B]

MATCHLESS WANTED

R
ROWLAND SMITH'S, the Matchless buyers.—Hampton High St., London, N.W.3. Ham 6041. [W1114/R]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

RARE SPECIMENS

1956 ADLER, 250 c.c. 2-stroke Twin, full width hubs, rear springing, full width brakes, oil bath chain case, black and chrome, finish, s/arm, large brakes, chr. fin., 2,000 miles, unmarked	£158	0
1957 D.K.W., 350 c.c. Twin, 2-stroke, alloy oil bath chain case, black and chrome, finish, s/arm, large brakes, chr. fin., 2,000 miles, unmarked	£178	0
1957 ADLER, 1,000 miles, blue and chrome finish, s/arm, large brakes, dual seat, bargain	£218	0
1939 B.M.W., 500 c.c., sprung frame, Continental saddle, sound motor	£95	0
1956 B.S.A., Road Rocket, T.T. carb, one owner, motor tuned by Dudley Ward, cost £45	£218	0
1957 DOUGLAS, Dragonfly, 350 c.c. Twin, cream and chrome finish, very clean, 4,000 miles	£135	0
1953 ARIEL, 1,000 c.c. Square 4, maroon and chromium finish, sprung frame, alloy motor, dual seat	£139	10
1952 B.M.W., 500 c.c., O.H.V., Continental saddle, ex. motor, good tyres	£168	0
1947 B.M.W., R.51, 500 c.c., Avon Fairing, crash bars, front and rear, fast, clean and sound	£125	0
1956 B.S.A., Gold Star, 350 c.c., speedometer, rev. counter, Clubman's Trim, T.T. carb, 190 mm., ft. brake	£238	0
1956 TRIUMPH, Trophy, TR6, 650 c.c., blue and chr., d/seat, exceptional	£189	0
1955 N.S.U., 250 c.c. Max, blue and chrome finish, dual seat, enclosed rear chain	£145	0
1953 (reg.) NORTON, 500 c.c. International, road-holder forks, clip-on bars, s/arm, alloy rims, dual seat, large tank, needs slight attention,	£79	10
1951 SUNBEAM, S.8, grey and chrome finish, dual seat, carrier, Avon Fairing, crash bars, spot light, tank cover, bargain	£68	0
1953 A.J.S., 500 c.c. O.H. Camshaft, Model R.10, Matchless tele forks, dual seat, Lucas dynamo lighting, good tyres	£68	0
1954 GREEVES, 197 c.c., front and rear springing, 4-speed box, lights, speedometer, dual seat, snap	£125	0
1957 ENFIELD, 250 c.c. Crusader, 16in. wheels, green and chrome finish, dual seat, Enfield pannier boxes, low mileage	£153	0
1952 MANX NORTON, 500 c.c., large bolt through tank, road-holder forks, alloy rims, conical hubs, front and rear, fitted with Magdyno, rev. counter, sprung frame, dual seat, racing tyres, fast road burner seat, racing tyres, fast road burner	£229	0
1952 B.S.A., Gold Star, alloy motor, silver and chrome tank, dual seat, sprung frame, T.T. carb, Lucas dynamo lighting, speedometer, very clean	£245	0
1957 NORTON, 350 c.c. International, Featherbed, grey and chrome finish, dual seat, exceptional	£118	0
1957 NORTON, Model 99, red and chrome finish, fitted with fully enclosed de luxe Avon Streamliner in red and black, rear carrier, 9,000 miles, really one off	£145	0
1955 TRIUMPH, Tiger 100, 500 c.c., in really outstanding condition	£145	0
1957 M.V. Modello 175 c.c. O.H.C., full width brakes, 2,000 miles	£195	0

£5 DEPOSIT RESERVES ANY OF THE ABOVE
LARGEST POSTAL DEALERS IN THE SOUTH
Send for our Free List of Secondhand machines.

COMERFORDS LTD.
THAMES DITTON, SURREY

Station : SURBITON—15 minutes from Waterloo
Open 9 a.m. till 7 p.m. Saturday: 9 a.m. till 6 p.m.

Telephone: EMBerbrook 5531 (PBX)

MATCHLESS WANTED

GEORGE CLARKE pay most for Matchless.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019/R]
WE pay £10 more for Matchless; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-8 p.m. Tel. Reading 2257. [W1039]

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares. C.O.D. and exchange service.

340 Footscray Rd., New Eltham, S.E.9. Eltham 10176
CLAUDE RYE, Ltd.—Matchless spares specialist.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-Service models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

HOB STREET GARAGE, Ltd.—Genuine spares. Tel. Cop. 1710. [01075]

GUS KUHN.—Genuine Matchless spares stockists.—278, Clapham Rd., S.W.9. Brixton 5604 and 9435. Promised to return service. [0135/R]

O'DOOGH & COFFIN, Ltd.—Matchless specialist; 895-921, Old Kent Rd., London, S.E.15. New Cross 0513. [S1106/R]

LITE MOTORS (TOOTING), Ltd., 951-961, Garratt Lane, Tooting, S.W.17. Balham 1200.—Vast range of Matchless spares. Call or send C.O.D. [S1107/R]

KAYS OF EALING, Ltd. Matchless spares stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Ealing 2387. [S1107/R]

PUTNEY AUTOS.—Genuine spares for post-war and ex-Service models; also genuine Burman star box spares; 24-hour c.o.d. service.—263, Putney Bridge Rd., Putney 6887. [S1113/R]

C.O.D. and service units, £10,000 spares in stock.—74, Rapide, 64-74, Godstone Rd., Whetstone, S.E.15. Chipping 3522-3. [S1114/R]

GODFREYS, Ltd.—Matchless and Burman spares stockists; c.o.d.—226-234, London Rd., Croydon. Cro. 3641-3. 208-210, Great Portland St., W.1. Eust. 4632-4. 418, Romford Rd., Forest Gate, E.7. Org. 1234-5. 220, Barking Rd., E. Ham. Gra. 8088. 94-96, High Rd., Tottenham Sta. 5656. [S1105/R]

MATCHLESS SERVICE

£2/10s—Matchless tanks, stoved, lined originally guaranteed, tank reconditioning, 1,000 service exchanges.—Malcolm (Enamellers), Monmore Green, Wolverhampton. [7407]

MERCURY

£75—Mercury (July 1957) 98cc Dolphin scooter, dual seat, carrier, handlebar screen, one careful owner, small mileage, exceptional condition; terms, exchanges.—Dilley, 374, Forest Rd., London, E.17. [C1103]

MOTO-GUZZI

K.V.P. MOTORS, Ltd.—Zigolo 98cc in stock; £1019/16; terms.—Central Parade, Gunnersbury Lane, W.3. Acorn 6005. [C1106]

PRIDE & CLARKE, main agents 98cc Zigolo super sports; £1019/16; $\frac{1}{2}$ deposit, immediate acceptance; 24 monthly payments; tax and insurance included in terms; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1108/R]

M.V.

MV DISTRIBUTORS, Ltd., Regent House, 235, Regent St., London, W.1. [0064/R]

COMERFORDS for M.V., new and second-hand.—Thames Ditton, Surrey.—Emb. 5531 (6 lines). [C1106]

NORMAN

CHITHAM & DAVIS, Ltd., offer.—£35—1955 Norman 98cc, taxed and insured until Dec., ride away; terms, exchanges.—44, High St., Eltham 6784. [7561]

NORMAN SPARE PARTS

YOUNG'S.—Complete stocks; prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Bal. 7911. [S1134/R]

NORTON MOTORS, Ltd., Bracebridge St., Birming- 1009/R
ham 10091/R
JOHN SURTEES.

SEE a complete range of 1958 models plus a collection of clean, guaranteed used Norton at my West Wickham, Kent, showrooms.—Tel. Spring Park 3700. hire purd' se. part exchange; immediate delivery. [C1145]

ROWLAND SMITH'S for Norton. NEW models in stock.

FREE tax and insurance with second-hand motor cycles.—Norton twin, 1956 600cc Dominator 98, exceptional condition.

185cc.—Norton 1958, 348cc ohv model 50 dual seat, windshield. I.939 miles only.

145cc.—Norton 1958, 1959, 1960, 497cc Dominator 88, choice of 5; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114]

CHITHAM & DAVIS, Ltd., offer.—£139—1955 Norton Dominator, Avon fairing, tuned engine, terrific performance; terms, exchanges.—44, High St., Eltham, S.E.9. Eltham 6784. [7560]

NORTON

ARCHER OF ALDERSHOT for Norton, etc., spares and service.—Victoria Rd Tel. 523. [0366/R]

HARRY NASH 12½% off brand new 1957 models, all 1958 models in stock, any exchanges.

H-Tax insurance all on 31 mths. h.p.—391, King St., Hammersmith, W.6. Tel. 2837-8. [C1090]

£120—1954 ES2, Swallow s.s.—12 Beech Hall Crescent, Highams Park, E.4. [T7541]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.9.

1957 (late) Norton model 99, fitted with Swallow jet 80 sidecar, red matching, immaculate, as new; £289.—terms and exchanges.

ELEANOR MOTORS for Norton, terms, exchanges.—E.265, Mare St., Hackney, E.8. Amherst 5134. [0315]

COMERFORDS for Nortons, new and second-hand, 1,000 machines in stock.—Thames Ditton, Surrey. [C1006]

OSCOOD & COATES, Ltd., Norton main dealers, 781-5, Old Kent Rd., S.E.15. New Cross 0513. [C1094]

1955 Norton 88 Droopy-Snout, just had £30 over-haul. Nat. Service forces sale; £150.—Tel. HOA 1044. [T7568]

ERIC KENNARD & Co., can supply your new Norton and all spares requirements.—19, Station Rd., N.3. Finchley 3509. [C1091/R]

REMINGTONS—Latest model Norton, immediate delivery, model 99, 100% after-sales service; easy as possible self-financed.

RENNO'S—Special bargain, 1951 Norton ES2 500cc ohv, spring frame, telescopic forks; 75 ohv, 3-spoke wheels.

RENNO'S—Call and inspect, large offer secondhand bargains from 299s.—232-5-4, Upper St., London, N.1. Caversham 0221. 217, Hornsey Rd., London, N.7. Archway 5383. [C1104]

PUTNEY AUTOS for your new Norton; immediate delivery; terms and exchanges.—263, Putney Bridge Rd., S.W.15. Put. 1186. [C1138/R]

SLOCOMBES OF NEASDEN!!! for your new Norton; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

REX JUDD have all 1956 models, immediate delivery and hire purchase; your present model at current value in part exchange.—High St., Edgware 3944 0862. [C1077]

WHITBY'S OF ACTON—New models in stock, exchanges, h.p. spares—263-275, Acton Vale, London, W.3. Sha. 6785 (Spares). [C1128/R]

NORTON WANTED

ROWLAND SMITH'S, the Norton buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W114/R]

SMITH'S, 86, Chalk Farm Rd., N.W.1. want Nortons, Gul. 2767. [0069/R]

GEORGE CLARKE pay most for Norton—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYE, Ltd., urgently require all models in good condition. Get our price first! H.P. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

WPE pay £10 more for Norton; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

NORTON SPARE PARTS

TAYLOR MATTISON.

NORTON spare parts specialists, largest selection of new genuine Norton spares in the south of England; all available parts in stock, prompt c.o.d. service.—Call, write or phone 74, Bedford Hill, Balham, S.W.12. Balham 4201-2. [0331/R]

C.O.D. by return post c.o.d.

ALL Norton gear box spares.

INCLUDING 1956-57 8.A.M.C. gear boxes.

JOE FRANCIS MOTORS, Ltd., 340, Footscray Rd., New Eltham, S.E.9. [C1093/R]

C.O.D. by return post c.o.d.

HO STREET GARAGE, Ltd.—Genuine spares; c'tner, c.o.d., trade—414, Hoe St., W.10. E.17. Tel. Cop. 1710. [0276]

CLAUDE RYE, Ltd., Norton specialists—Comprehensive range; immediate c.o.d.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

H. L. DANILOFF THE NORTON EXPERT—Comprehensive spares service, c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. Tel. 5895. [0205/R]

GODFREYS, Ltd., Norton spares stockists; c.o.d.—226-234, London Rd., Croydon, Cr. 3641; and 220, Barkings Rd., E.6. Gra. 8088. [S1052/R]

CLAUDE RYE, Ltd.—Large stocks of spares for pre-war and A.M.C. D. models; list free.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

KAYS OF EALING, Ltd., Norton spare parts stockists. Trade supplied, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2358. [S1075/R]

GUS KUHN MOTORS invite you to try us for your genuine Norton spare parts.—275, Clapham Rd., Stockwell, London, S.W.9. Tel. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0132/R]

N.S.U.

ELEANOR MOTORS for N.S.U., terms, exchanges.—265, Mare St., Hackney, E.8. Amherst 5134. [0315]

GEO CLARKE

M
L
M
O
T
O
R
S
L
I
M
I
T
E
D

WANTED
3000
MOTOR CYCLES
COMBINATIONS
SCOOTERS
3 Wheelers

For
TOP CASH

or
PART EXCHANGE
1958 MODELS

- Cash on the spot or 24 hours post.
- H.P. Accounts settled.
- Any make or model purchased.
- England's Leading Postal Purchasers.
- Quotation without obligation by return of post.
- Carriage Paid.
- Representative will call in London area.
- Trade enquiries invited.

Wherever you live it will pay you to sell your motor cycle to George Clarke who pay most. Just read what another of our postal customers says:—

78 Long Grove,
Boughton,
nr. Basingstoke,
Hants.

Dear Sirs,
Thank you for your letter and cheque received. I will certainly recommend your service to any of my friends.
Yours faithfully,
G. S. B.

Please give top cash offer for my
Please give top exchange allowance for my

Make Year

Model C.C.

Sidecar chassis

Model Year

Condition Year

Price required

Name

Address

MC174

WRITE, PHONE OR CALL NOW

276 BRIXTON HILL, S.W.2 Phone: TUL 3211

275 HIGH ST., ACTON, W.3 Phone: ACORN 6543

HUMPHREYS

HUMPHREYS N.S.U. Distributors for North London. Immediate delivery. Super Maxx, Prima Scooter and Quickly; full range of Quickly and Prima spares, c.c.m. or c.o.d.—Humphreys, Ltd., 128, Hampstead Rd., N.W.1. Euston 3326 Sales and Euston 6556 Spares. [C1091/R]

1956—57 N.S.U. 125cc 2-stroke, 5,000 miles owner; £65 o.n.o.—36, Heath Rd., Hollesley, Bucks. [T751]

WHITBY'S—Grand display N.S.U., Prima and Quickly.—273, Acton Vale, London, W.3. Ste. 5355. [C1128/R]

SLOCOMBES OF NEASDEN!!! for your new N.S.U. Primas, etc.; terms and exchanged—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

CLAUDE RYE—Immediate delivery new Prima, choice of colours; terms.—895-921, Fulham Rd., S.W.8. Renown 6174. [C1105/R]

PANTHER

ROWLAND SMITH'S for Panther.

NEW models in stock; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

MITCHELL ERSKINE, Kingsbury Circle.

£99—1947 600cc, girder forks.—Erskine, The Broadway, Kingsbury, N.W.9. Tel. Colindale 7504. [C1141]

SLOCOMBES OF NEASDEN!!! for your new Panther; terms and exchanged—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

GEORGE CLARKE (MOTORS), Ltd., the Panther Specialists for new and used models.—278, High St., Acton W.3. Acorn 6543. [C1108/R]

WHITTIERS OF BLACKPOOL for your Panther; immediate delivery from stock; also types of sidecars.—19, Cookson St., Blackpool. Tel. 2428. [C1118]

1955 600cc Panther, swinging arm, low mileage, immaculate condition, solo £160; trike £180.—Cranger, Manxmead, Redheath Rd., Smallfield, Surrey. [T751]

RAPID MOTORS—Every Panther available from stock, including model 35 250 twin; largest distributors in the country.—269, Haydon Rd., Wimbleton, S.W.19. Che. 3202-3, and 70-74, Godstone Rd., Whittlesea, Surrey. Uplands 0695. [C1162/R]

1953 (c.o.d.) another 600 ohv, cream and chrome sidecar in matching colours; very attractive and in excellent condition; cash or terms, any trial; at £147/10.—Mundays, 124, Dalberg Rd., Brixton, S.W.2. Bri. 5365. [C1117]

PANTHER WANTED

GEORGE CLARKE pay most for Panther.—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W114/R]

WE pay £10 more for Panther. H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6-day. Tel. Reading 2237. [W1039]

PANTHER SPARE PARTS

GEORGE CLARKE, Ltd., largest stockists in England; c.o.d. by return—73, New Park Rd., S.W.2. Tel. Hill 3211. [S1019/R]

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loampit Hill, Lewisham, S.E.13. Tideley 4261. [S1065/R]

C.O.D. 24 hours service, largest spare stockist in Great Britain, this is fact, not fiction; exchange units in stock.—Rapids, 259-269, Haydon Rd., Wimbleton, S.W.19. Cherrywood 3202-3. [S1162/R]

PHENIX

ROWLAND SMITH'S for Phenix.

NEW and demonstration models in stock; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

G.H. CYCLES, Harrow Weald, 429, High Rd., Ham. 6858. Phenix main dealers. [C1118]

PIATTI

DIAZZI.—Loxham Motor Cycle House; exchange; n.p. terms.—Tel. 4242 Preston. [0343/R]

1957 Piatti, only 3,000 miles, works maintained; 275 Tobby, 2, Gatton Point, Gatton Park Rd., Redhill. [T754]

MEETEN'S, Shannon Corner, New Malden, for immediate delivery of the real value-for-money scooter—the all-British Piatti; lists, tuition, lowest h.p.—Tel. Malden 3110. [C1208]

PROGRESS

BIGGER! Better! Safer! You cannot ignore Progress. Your ultimate choice.

CONSESSIONAIRES—Carr. Bros., Purley, Surrey. Uplands 481-7 (trade enquiries). See and try at Soho Garage, 221, Soho Sq., London, W.1. Ger. 6616-21. [C1041/R]

PUCH

FOR Puch scooters and motor cycles.—Write for the name and address of your nearest dealer.

SOLO Concessionaires for the British Isles—Ryder's Autoservice, 215-217, Knowsley Rd., Bootle, Liverpool 20. [0521/B]

NAYLOR & ROOT LTD

PART EXCHANGE

your present mount for any new 1958 model.

It will PAY you to see us FIRST

Existing h.p. s/c's settled. Cash refund if our allowance exceeds the One-third deposit required; terms over two years. Ride away on your new model today!



NEW MOTOR CYCLES

ALI	1GM5	350 c.c.	£299 15	
ALI	188	500 c.c.	£247 12	
ALI	20	500 c.c. Twin	£281 6	
ALI	30	600 c.c. Twin	£288 15	
AMBASSADOR	Popstar	150 c.c.	£124 15	
AMBASSADOR	Postman	175 c.c.	£137 4	
AMBASSADOR	Superstar	200 c.c. Twin	£155 10	
ANRIE	Colt	200 c.c.	£155 15	
ANRIE	Red Hunter	350 c.c.	£230 15	
ANRIE	Red Hunter	500 c.c.	£237 0	
ANRIE	VB	600 c.c. S.V.	£222 1	
ANRIE	Crusader	600 c.c. Twin	£266 10	
ANRIE	Bantam	125 c.c.	£127 10	
ANRIE	Bantam Super	175 c.c.	£165 10	
ANRIE	C12	250 c.c. O.H.V.	£165 10	
ANRIE	B31	350 c.c. O.H.V.	£229 10	
ANRIE	Shooting Star	350 c.c. Twin	£265 14	
ANRIE	Golden Flash	350 c.c. Twin	£294 10	
ANRIE	Crusader III	150 c.c. Twin	£155 17	
ANFIELD	Crusader	250 c.c.	£212 1	
ANFIELD	Clipper	350 c.c.	£199 12	
ANFIELD	Meteor	700 c.c. Twin	£223 16	
ANFIELD	Universal	150 c.c.	£116 0	
ANFIELD	Talisman	250 c.c. Twin	£180 17	
ANFIELD	Excelsior	350 c.c. Twin	£215 17	
ANFIELD	Falcon	197 c.c.	£159 12	
ANFIELD	Cruiser 80	250 c.c.	£185 12	
ANFIELD	G31S	350 c.c.	£223 18	
ANFIELD	G908	500 c.c.	£247 12	
ANFIELD	GT	500 c.c. Twin	£281 15	
ANFIELD	G11	500 c.c. Twin	£236 10	
ANFIELD	GT	500 c.c. Twin	£242 12	
ANFIELD	E82	500 c.c.	£254 9	
ANFIELD	NORTON	600 c.c.	£276 5	
ANFIELD	NORTON	77	600 c.c. Twin	£276 5
ANFIELD	NORTON	88	500 c.c. Twin	£223 16
ANFIELD	NORTON	100	500 c.c. Twin	£223 16
ANFIELD	Tiger Cub	200 c.c.	£149 14	
ANFIELD	21	350 c.c. Twin	£228 5	
ANFIELD	Speed Twin	500 c.c. Twin	£258 4	
ANFIELD	Tiger 100	500 c.c. Twin	£269 9	
ANFIELD	Thunderbird	175 c.c. Twin	£258 12	
ANFIELD	Templer 110	600 c.c. Twin	£276 5	
ANFIELD	LE	260 c.c. Twin	£193 12	
ANFIELD	Velocette	290 c.c. Twin	£220 10	
ANFIELD	Velocette	350 c.c. M.A.C.	£238 0	
ANFIELD	Velocette	500 c.c.	£243 0	
ANFIELD	Velocette	350 c.c. Viper	£258 12	
ANFIELD	Velocette	500 c.c. Viper	£266 12	

ALL LEADING MAKES OF SIDECARS

Fitted free to the new motor cycle of your choice.

NEW SCOOTERS & MOPEDS

VESPA	Clubman	150 c.c.	£162 15
VESPA	TV 175	170 c.c.	£209 17
VESPA	150 c.c.	£122 10	
VESPA	170 c.c.	£142 10	
VESPA	Prima	130 c.c.	£201 3
VESPA	Scooter	150 c.c.	£174 5
ZUNDAPP	Bella 154	150 c.c.	£174 13
ZUNDAPP	Bella 203	200 c.c.	£205 16
ZUNDAPP	Modell 48	48 c.c.	£79 4
ZUNDAPP	Quickly de luxe 99 c.c.	99 c.c.	£74 3
ZUNDAPP	Combiliner	48 c.c.	£59 16

NEW THREE-WHEELERS

ROAD	Minicar 2-dr.	197 c.c.	£279 5
ROAD	Cabin Cruiser	174 c.c.	£394 15
AND OTHERS			

"MOTOR CYCLE HOUSE"

EAST HILL, S.W.18

NEAR CLAPHAM JUNCTION

BAT 2252 Hours: 9-7. Wed. 1 p.m. Sat. 6 p.m.

SPECIAL SCOOTER SHOWROOM

297 Lavender Hill, Clapham Junction

THE MOTOR CYCLE

PUCH

120 knts.—Puch (May) 1957. 125cc RL 125 scooter. swinging arm, pillion, windshield. 2,307 miles. cost over £170; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

RACING MOTOR CYCLES

M. & W. MOTORS.

1949 A.J.S. 7R, full racing trim; £139/10.—M. & W. Motors, 617, Eastern Ave., Ilford, Essex. Val. 8256. [C1166]

ERIC OLIVER for your new Thuxton Norton 99, specially tuned and guaranteed well over 100mph at a small extra charge; part exchanges, hire purchase.—99, London Rd., Staines. Tel. 3753. [C1022]

ONEILL BROS., Ltd., of Hendon, for Amal racing carburetor service; jets, needles, slides and spares for RN, G.B. and TT carburetors.—270, West Hendon Broadway, N.W.9. Tel. 6629. (No postal service.) [C1117]

255 knts.—E.S.A. late 1957 500cc Clubman, lighting, rev. counter etc. almost brand new. Free tax and insurance, terms, exchanges, lists, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Ham. 6041. [C1114]

THE COVENTRY MOTOR MART, Ltd., offers a brand new 350cc Gold Star B32 in Clubmans trim, price £307/7½; a 1956 or 1957 B.S.A. Trials machine taken in part exchange.—The Coventry Motor Mart, Ltd., 86, London Rd., Coventry. Tel. 2146. [C1021]

WORLD champions Ove Fundin (1956) and Barry Briggs (1957) rode Jackson-Rotrax speedway machines manufactured by us; largest stockists of J.A.P. racing engines and spares in G.B.; retail, wholesale, export.—Acet Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbrooke 2792. [C1066/R]

E. S. LONGSTAFF, Ltd., offer 1958 Velocette Venom, specially built for Clubman's event, alloy wheels, 2-wheel disc brakes, front disc, rear drum, rev counter, megga, etc., etc. etc. full road equipment, colossal performance.—£275.—E. S. Longstaff, Ltd., 618, New Rd., Edmonton, London, N.W.10. Edmonton 6163. [C1079]

RACING MOTOR CYCLES SPARE PARTS

GODFREY, Ltd.—B.S.A. special spares for trials and competition machines.—418, Romford Rd., E.7. Gra. 1234-5. [S1052/R]

H. L. DANIELL, the Norton expert, for Manx Norton spares service; c.o.d. by return.—65, Dartmouth Rd., Forest Hill, S.E.23. Tel. 5895. [C0204/R]

ROYAL ENFIELD

E. S. MOTORS, Ltd. 100% Royal Enfield specialists and main dealers.

100% Royal Enfield Airflow on show. NEW and used Royal Enfields; send for lists.

ES MOTORS, Ltd., 325, High Rd., W.4. Chi. 6368. ROWLAND SMITH'S for Enfield.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

79 knts.—Royal Enfield 1950 500cc ohv 2-seater combination.

175 knts.—Royal Enfield twin 1955. 496cc springer combination, dual seat, windscreen; exceptional terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

HAYEN, Ltd., main agents, part exchanges, terms, service and repairs.—162, High Rd., Ilford 0561. [C1078]

ROYAL ENFIELD 500 Bullet, brand new 1957 model; £200; terms, exchanges.—Edwards Motors, Ltd., Station Rd., Taunton 2943. [C1078]

YOUNG'S—Royal Enfield enthusiast; immediate delivery; terms, exchanges.—20-32, Tooting Bec Rd., London, S.W.17. Tel. 7791. [C1134/R]

R. ENNO'S.—Immediate delivery from stock Bullets, Crusader, Ensign, super after-sales service, 12, 16, 24 months; self-financed terms.

R. ENNO'S value: 1956 Royal Enfield 150cc Ensign, £100; 1957 Royal Enfield 150cc Crusader, £104.

R. ENNO'S:—1953 Royal Enfield 150cc Ensign, swing-arm, telescopic forks, dual seat, immaculate; 75ccns.

R. ENNO'S:—1953 Royal Enfield 150cc Ensign, swing-arm, telescopic forks, windscreen, panniers; 49ccns.

R. ENNO'S:—1950 Royal Enfield 350cc ohv, telescopic forks; 45ccns.—232-3-4, Upper St., London, N.1. Cannonbury 0221. 217, Hornsey Rd., London, N.7. Archway 5388. [C1104]

WHITTAKERS OF BLACKPOOL for new Royal Enfield; immediate delivery.—19, Cockton St., Blackpool. Tel. 24528. [C1139]

ROYAL ENFIELD WANTED

ALL types Enfields wanted.—Dilly, 374, Forest Rd., London, E.17. Tel. Lar. 1521. [W1030]

WE pay £10 more for Royal Enfield; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. Tel. Reading 2237. [W1030]

NAYLOR & ROOT LTD

PART EXCHANGE

your present mount for any new 1958 model.

It will PAY you to see us FIRST

Existing h.p. s/c's settled. Cash refund if our allowance exceeds the One-third deposit required; terms over two years. Ride away on your new model today!



NEW MOTOR CYCLES

ALI	1GM5	350 c.c.	£299 15	
ALI	188	500 c.c.	£247 12	
ALI	20	500 c.c. Twin	£281 6	
ALI	30	600 c.c. Twin	£288 15	
AMBASSADOR	Popstar	150 c.c.	£124 15	
AMBASSADOR	Postman	175 c.c.	£137 4	
AMBASSADOR	Supreme	200 c.c. Twin	£155 10	
ANRIE	Colt	200 c.c.	£155 15	
ANRIE	Red Hunter	350 c.c.	£223 15	
ANRIE	Red Hunter	500 c.c.	£237 0	
ANRIE	VB	600 c.c. S.V.	£222 1	
ANRIE	Crusader	600 c.c. Twin	£266 10	
ANRIE	Bantam	125 c.c.	£127 10	
ANRIE	Bantam Super	175 c.c.	£165 10	
ANRIE	C12	250 c.c. O.H.V.	£165 10	
ANRIE	B31	350 c.c. O.H.V.	£229 10	
ANRIE	Shooting Star	350 c.c. Twin	£265 14	
ANRIE	Golden Flash	350 c.c. Twin	£294 10	
ANRIE	Crusader III	150 c.c. Twin	£155 17	
ANFIELD	Crusader	250 c.c.	£212 1	
ANFIELD	Clipper	350 c.c.	£199 12	
ANFIELD	Meteor	700 c.c. Twin	£223 16	
ANFIELD	Universal	150 c.c.	£116 0	
ANFIELD	Talisman	250 c.c. Twin	£180 17	
ANFIELD	Excelsior	350 c.c. Twin	£215 17	
ANFIELD	Falcon	197 c.c.	£159 12	
ANFIELD	Cruiser 80	250 c.c.	£185 12	
ANFIELD	G31S	350 c.c.	£223 18	
ANFIELD	G908	500 c.c.	£247 12	
ANFIELD	GT	500 c.c. Twin	£281 15	
ANFIELD	G11	500 c.c. Twin	£236 10	
ANFIELD	E82	500 c.c.	£242 12	
ANFIELD	NORTON	600 c.c.	£254 9	
ANFIELD	NORTON	77	600 c.c. Twin	£276 5
ANFIELD	NORTON	88	500 c.c. Twin	£223 16
ANFIELD	NORTON	100	500 c.c. Twin	£223 16
ANFIELD	Tiger Cub	200 c.c.	£149 14	
ANFIELD	21	350 c.c. Twin	£228 5	
ANFIELD	Speed Twin	500 c.c. Twin	£258 4	
ANFIELD	Tiger 100	500 c.c. Twin	£269 9	
ANFIELD	Thunderbird	175 c.c. Twin	£258 12	
ANFIELD	Templer 110	600 c.c. Twin	£276 5	
ANFIELD	LE	260 c.c. Twin	£193 12	
ANFIELD	Velocette	290 c.c. Twin	£220 10	
ANFIELD	Velocette	350 c.c. M.A.C.	£238 0	
ANFIELD	Velocette	500 c.c.	£243 0	
ANFIELD	Velocette	350 c.c. Viper	£258 12	
ANFIELD	Velocette	500 c.c. Viper	£266 12	

ALL LEADING MAKES OF SIDECARS

Fitted free to the new motor cycle of your choice.

NEW SCOOTERS & MOPEDS

VESPA	Clubman	150 c.c.	£162 15
VESPA	TV 175	170 c.c.	£209 17
VESPA	150 c.c.	£122 10	
VESPA	170 c.c.	£142 10	
VESPA	Prima	130 c.c.	£201 3
VESPA	Scooter	150 c.c.	£174 5
ZUNDAPP	Bella 154	150 c.c.	£174 13
ZUNDAPP	Bella 203	200 c.c.	£205 16
ZUNDAPP	Modell 48	48 c.c.	£79 4
ZUNDAPP	Quickly de luxe 99 c.c.	99 c.c.	£74 3
ZUNDAPP	Combiliner	48 c.c.	£59 16

NEW THREE-WHEELERS

ROAD	Minicar 2-dr.	197 c.c.	£279 5
ROAD	Cabin Cruiser	174 c.c.	£394 15
AND OTHERS			

"MOTOR CYCLE HOUSE"

EAST HILL, S.W.18

NEAR CLAPHAM JUNCTION

BAT 2252 Hours: 9-7. Wed. 1 p.m. Sat. 6 p.m.

SPECIAL SCOOTER SHOWROOM

297 Lavender Hill, Clapham Junction

NAYLOR & ROOT LTD

PART EXCHANGE

your present mount for any new 1958 model.

It will PAY you to see us FIRST

Existing h.p. s/c's settled. Cash refund if our allowance exceeds the One-third deposit required; terms over two years. Ride away on your new model today!



NEW MOTOR CYCLES

ALI	1GM5	350 c.c.	£299 15
ALI	188	500 c.c.	£247 12
ALI	20	500 c.c. Twin	£281 6
ALI	30	600 c.c. Twin	£288 15
AMBASSADOR	Popstar	150 c.c.	£124 15
AMBASSADOR	Postman	175 c.c.	£137 4
AMBASSADOR	Supreme	200 c.c. Twin	£155 10
ANRIE	Colt	200 c.c.	£155 15
ANRIE	Red Hunter	350 c.c.	£223 15
ANRIE	Red Hunter	500 c.c.	£237 0
ANRIE	VB	600 c.c. S.V.	£222 1
ANRIE	Crusader	600 c.c. Twin	£266 10
ANRIE	Bantam	125 c.c.	£127 10
ANRIE	Bantam Super	175 c.c.	£165 10
ANRIE	C12	250 c.c. O.H.V.	£165 10
ANRIE	B31	350 c.c. O.H.V.	£229 10
ANRIE	Shooting Star	350 c.c. Twin	£265 14

ROYAL ENFIELD SPARE PARTS

ESSES MOTORS, Ltd., 100% Royal Enfield specialists. Large stock of genuine Royal Enfield spares for all post-war and ex-W.D. models; per return c.o.d. service, trade supplied.

ESMOTORS, Ltd., 325, High Rd., W.4. Chl. 2246. [S1031/R]

CLAUDE RYE, Ltd., Enfield specialist, comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.1. Renown 6174. [S1105/R]

KAYS OF EALING, Ltd., Royal Enfield spare parts specialists; quotations c.o.d.; by return c.o.d. Bond St., Ealing, W.5. Tel. 2387. [S1075/R]

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models; list free of Model C 895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/L/R]

YOUNG'S, 1,000,000 spares stocked; all models 1940-1956, prompt despatch; special price lists 125/WDRE, 350/WDC and 350/WDCO, free—32 Tooting Bee Rd., London, S.W.17. Bal. 7791. [S1134/R]

RUDGE SPARE PARTS

RUDGE Spares Service now controlled by Godfreys. Order parts for all models from 208, Gt. Portland St., W.1. Eus. 4632. [S1032/R]

SCOTT

600cc Scott, August, 1957, 3,400, perfect. Motomac cover, Supersport suit, 5ft 10in., helmets, gloves; £240. h.p. arranged.—Neal, 192, Meadoway, Tardley, Birmingham. [T7514]

SUNBEAM

1951 87 ex. condition, Bond green, taxed year, new tyres; £80.—After six, Reliance 4326. [T7554]

LONGSTROKE 1926 500cc. original finish, 1,200 miles only; £25.—67, Southwater Rd., St. Leonards. [T7543]

135 gns.—Sunbeam twin 1953, 88 combination, semi-spoke with coupe top, billion, windscreen, choice of 2; terms; exchanges.—Rowland Smith, below.

105 gns.—Sunbeam twin 1953, 88 billion, carefully used, excellent condition, choice 6 Sunbeams; free tax and insurance; terms; exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [IC1114]

1952 Sunbeam 88 500cc, fitted brand new Watsonian Ascot saloon, completely overhauled, lovely condition; £159. h.p. terms.—Clarks, 580-562, London Rd., Thornton Heath, Sy. [C1163]

SUNBEAM WANTED

ROWLAND SMITH'S, the Sunbeam buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Sunbeam.—Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

WWE pay £10 more for Sunbeam; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6-day. Tel. Reading 2237. [W1039]

SUNBEAM SPARE PARTS

SSUNBEAM spares and exchange replacement units stockists, also Lucas spares and exchange distributors dynamo, regulators, etc.; full stock of Amal spares; 24-hour c.o.d.; illustrated spares book £6/- incl. postage.

NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.18. Tel. 2342. [S1089/R]

HARRY NASH—Huge stock 88, 87 spares; c.o.d.—391, King St., Hammerton's, W.6. Riv. 2257. [S1090]

HUMPHREYS, official Sunbeam spares stockists for post-war models, c.o.d.—122, Hampstead Rd., N.W.1. Eus. 6536. [S1058/R]

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors—363-5, London Rd., Mitcham. Tel. 0829. [S1116/R]

KAYS OF EALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return—6-10, Bond St., Ealing, W.5. Tel. 2387. [C1075/R]

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south—22, Eltham Rd., Eltham, Tel. Elst. 2006 and 4840. [S1052/R]

GODFREYS, Ltd.—87 and 88 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon, Croydon 3641; 206, Great Portland St., W.1. Eus. 4632; 416, Romford Rd., Forest Gate, E.7. Gra. 1214. [S1052/R]

WILL LORD (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. [C1162/R]

SUNBEAM SERVICE

24-hour c.o.d. service on all Sunbeam 87 and 88 spares and exchange replacement units stockists, also for Amal, Lucas and Smiths spares. Don't be off the road; contact us first.—Coventry Motor Mart, Ltd., Postal Department 7, 86, London Rd., Coventry. Tel. 2146-7. [C066/R]

TERROT

RAPID MOTORS offer the amazing 125cc Terrot with preselector gear box, 140mph, winner of the Monte Carlo Scooter Rally Trophy, for immediate delivery; price £159/19/5 including parking lights, spare wheel, pillion, etc.; demonstration model available—269, Haydon's Rd., Wimbledon. Cherrywood 5802-3. [C1162/R]

ELITE
MOTORS (TOOTING) LTD.
300 NEW 1958 MODELS

NEW MOTORCYCLES

	Cash Price
AMBASSADOR Popular 150 c.c.	£124 15 0
AMBASSADOR Statesman 175 c.c.	£137 0 0
AMBASSADOR Envoy 197 c.c.	£153 8 10
AMBASSADOR Commander 250 c.c. Twin	£193 7 10
A.J.S. Model 14MG 350 c.c. Trials	£223 18 0
A.J.S. Model 16MS 350 c.c.	£227 12 0
A.J.S. Model 188 500 c.c.	£281 6 3
A.J.S. Model 20 500 c.c. Twin	£228 18 11
A.J.S. Model 30 600 c.c. Twin	£215 1 1
A.J.S. Red Hunter 550 c.c.	£237 0 6
A.J.S. VB 650 c.c. S.V.	£222 1 1
A.J.S. Huntermax 650 c.c. Twin	£266 19 4
A.J.S. Square Four 1,000 c.c.	£366 18 6
B.S.A. Bantam 125 c.c.	£102 5 11
B.S.A. Bantam Major 150 c.c.	£123 10 9
B.S.A. Bantam Super 175 c.c.	£125 18 9
B.S.A. Model 20 500 c.c. S.V.	£198 3 1
B.S.A. Model 25 500 c.c. Twin	£245 14 5
B.S.A. Road Rocket 650 c.c. Twin	£261 19 6
B.S.A. Gold Star 500 c.c. Clubman	£283 3 8
BSA 1000 c.c. Clubman	£208 15 3

HIRE PURCHASE TERMS

All machines listed here are available for 1/3 Deposit, balance payable over 12, 18 or 24 months.

DOT Model TD10X 197 c.c.	£186 12 4
FRANCIS-BARNETT Flavel 78, 147 c.c.	£122 12 0
FRANCIS-BARNETT Falcon 81, 197 c.c.	£159 15 7
FRANCIS-BARNETT Cruiser 89, 249 c.c.	£185 15 7
JAMES Cadet 150 c.c.	£118 10 3
JAMES Capri 200 c.c.	£180 18 9
JAMES Commodore 250 c.c.	£233 18 2
MATCHLESS Model G318 350 c.c.	£247 18 7
MATCHLESS Model GS85 200 c.c.	£180 18 9
MATCHLESS Model 175 c.c. Twin	£238 18 1
MATCHLESS G11 600 c.c. Twin	£299 8 0
MORTON Model 50, 350 c.c.	£236 8 0
MORTON Model 62, 500 c.c.	£242 12 0
MORTON Model 198, 500 c.c.	£248 9 10
MORTON Model 27, 500 c.c.	£276 18 9
MORTON Model 59, 500 c.c.	£293 3 3
MORTON Model 99, 600 c.c.	£293 3 3
TRIUMPH Tiger Cub 200 c.c.	£149 14 0
TRIUMPH Twentyone 350 c.c. Twin	£248 5 11
TRIUMPH Speed Twin 500 c.c. Twin	£253 4 11
TRIUMPH Tiger 100 500 c.c. Twin	£262 8 0
TRIUMPH Tiger 100 500 c.c.	£278 3 11
ZUNDAPP Model 188 200 c.c.	£180 17 9

NEW SCOOTERS

B.S.A. Dandy 70 c.c.	£79 4 4
D.K.W. Dove 150 c.c.	£162 15 0
D.K.W. Hobby de luxe	£124 15 0
D.K.W. Diana 200 c.c.	£218 15 0
D.K.W. 150 c.c. 1961	£147 15 0
LAMBRETTA Model LD 125 c.c.	£149 15 2
LAMBRETTA Model LD 150 c.c.	£164 15 2
LAMBRETTA 175 c.c.	£209 17 6
MAICOLETTA 250 c.c.	£237 0 6
M.S.D. Prima 150 c.c.	£201 2 6
M.S.D. Prima 200 c.c.	£230 15 6
T.W.M. Confessa	£145 7 6
VESPA, all models from	£187 2 6
ZUNDAPP Bella 154	£205 16 9
ZUNDAPP Bella 203	£210 17 9

NEW MINI-CARS

A.C. Petite 350 c.c.	£390 8 6
B.M.W. Isotta 360 c.c.	£283 19 6
B.M.W. 3200 "Plus" Model	£399 19 6
BORG & BECKENFELD 1500 c.c.	£283 19 6
HERKEL Cabin Cruiser 174 c.c.	£294 17 6
HERKEL Cabin Cruiser 204 c.c.	£267 18 0
MESSERSCHMITT KR 200 de Luxe	£239 13 6
MESSERSCHMITT Convertible	£239 13 6
RELIAN Regnal from	£433 3 0

FOR REAL AFTER SALES SERVICE

ELITE MOTORS (TOOTING) LTD
953-965 GARRATT LANE
TOOTING BROADWAY
LONDON · S.W.17.
(400 yds. Tooting Broadway Tube)
Phone : BALHAM 1200 (20 lines)

Open MONDAY to SATURDAY, 8 a.m. to 7 p.m.

TRIALS AND SCRAMBLES

VIC CAMP MOTORCYCLES offer:-

1957 500cc Gold Star scrambler, square motor; £209/10.
1954 350cc Gold Star scrambler, ex. condition; £119/10.

This new Francis-Barnett 250cc scrambler for immediate delivery.

TERMS, exchanges.—Vic Camp, 131, Queen's Rd., Walhamstow, E.17. Tel. Cop. 2093. [C1100]

COMERFORDS for trials and scrambles machine delivery from stock, Greaves, Ariel, Norman B.S.A. Dot, good s/h models bought for cash; deal with the recognized competition specialists—Portsmouth Rd., Thames Ditton. Emberbrook 5531. [C1100]

MEETENS for really quick two-strokes, of course delivery with Francis-Barnett Scrambler 32 with 250cc A.M.C. specially tuned unit £193/7/3; the D.M.W. "Scottish Six" with the 150cc 250cc Villiers twin £194/12/2; the "Panther" Sports 250cc Villiers twin £194/12/2; the "Scorpion" 250cc twin (air lighting); £198/19/6 are all "designed and prepared for their respective work and offered for immediate delivery from Meetens, the two-stroke specialists with nearly 50 years' experience."—Shannon Corner, New Malton (5110). [C1100]

TRIUMPH

AWHITBYS OF ACTON.—Biggest dealers in the Home Counties for Triumph; immediate delivery, h.p. exchanges.—273, Acton Vale, London, W.3. [C1100]

JOHN SURTEES.

See a complete range of 1958 models plus a collection of clean, guaranteed used Triumphs at my West Wickham, Kent, showroom.—Tel. Spring Park 3708. Purchase, part exchange; immediate delivery. [C1100]

FISHERS OF ACTON.

1947 Triumph T100 twin child/adult £149/10, deposit £26/10, 12 months £43/10. [C1100]

1949 T100 500cc twin £149/10, 12 months £53/4/4. [C1100]

Ave. East Acton, W.3. Shepherds Bush 5007. [C1100]

ROWLAND SMITH'S for Triumph.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

225 gns.—Triumph Tiger 110, 1957, 650cc, shield and fairing, almost new. [C1100]

195 gns.—Triumph Tiger 110, Sept. 1956, 650cc, exceptional condition.

79 gns.—Triumph Tiger 100 1949 498cc ohv, spring choice 2, terms; exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1100]

MACS MOTOR CYCLES (PARK ROYAL) offer:-

1953 Triumph Tiger 100 springer with Garnett 590 sidecar, matching colours, a fast outfit £159. [C1100]

1953 MOTOCYCLES (WESTMINSTER) LTD., Western Ave., Park Royal, W.5. Perivale 4090. [C1100]

A CRICKET OF ALDERSHOT for Triumph, etc. [C1100]

ALAN JEFFERIES for expert attention—120, Saltaire Rd., Shipley 5247. [C1100]

COMERFORDS for Triumphs, new and second-hand; see for lists.—Thames Ditton, Emb. 5531. [C1100]

ELEANOR MOTORS for Triumph, terms, exchange—265, Mare St., Hackney, E.3. Ammers 500. [C1100]

1957 T100, 325 miles, fairing, extras, taxed; offer, 100% refund. [C1100]

ALLAN WIGGS, 12, The Avenue, Radlett. [C1100]

ERSKINE MOTOR CYCLES, main agents, most models and parts in stock.—Goldsworthy 4800. [C1100]

FRED WARNE—1957 Triumph Tiger Cub, one additional model, absolutely new, 1,200 miles £129; terms and exchanges welcomed.

FRED WARNE, 41-48, Chingford Mount Rd., E.4. Farnsworth 7330. [C1100]

LIIGHTFOOT MOTOR CYCLES for your new Triumph.—163, High St., Potters Bar, Middlesex. Potters Bar 3129. [C1100]

SLOCOMBES OF NEASDEN!!! for your new Triumph; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1100]

1955 500cc Speed Twin, one owner, 7,000 miles £100; perfect condition, £20 extras; £165.—Silverthorn 7600. [C1100]

J. DOUBLE (MOTOR CYCLE), Ltd., 1958 Triumph agents; terms, spares, service, repairs—209-211, High Rd., Goodmayes. Tel. Seven Kings 9744. [C1100]

NEW Cub and Competition Cub; also Tiger 110 and GT for immediate delivery; terms, exchanges—Badger Garages, Blandford, Dorset. Tel. 615. [C1100]

PUTNEY AUTOS for your new Triumph; immediate delivery; terms and exchanges.—265, Putney Bridge Rd., S.W.15. Putney 1186. [C1100]

JIM ALVES for 100% Triumph spares, service, parts, all models, exchanges; h.p.; insurance while you wait—97, High St., Street, Som. Tel. Street 355. [C1100]

HARVEY'S for your new Triumph; terms, part exchange; full spares stock, repair services—Triumphs only.—47, South Lambeth Rd., S.W.1. Tel. 6661. [C1100]

VELOGETTE

ROWLAND SMITH'S for Velocette.

NEW Mark III LE and Venom in stock.

FREE tax aid insurance with secondhand motor cycles.

59—Velocette twin 1953 192cc LE, million, panoramic choice in 5 lbs; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

1951 LE Velocette 200cc, windscreens; £40 o.n.o.—24, Grove Cres., N.W.9. [7512]

L. STEVENS, Ltd., the 100% Velocette specialists: 1958 models now in stock.

S.—Also large selection of good used machines.—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. [C1151 R]

GODFREYS, Ltd., all models, all depots; see display advertisement. [C1032/R]

1950 Velocette 150 LE, immaculate condition, taxed; £37.

1949 Velocette MAC 350 ohv, bargain; £45, h.p. terms.—Clarks 560-562, London Rd., Thornton Heath, Sy. [C1165]

HUMPHREYS.—Velocette sales, spares and service;

HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.) Euston 3526

1955 LE Velocette, excellent condition, million, windscreens, panniers; £80.—Box 5313. [7471]

A. H. TOOLEY, Velocette specialists, Station Garage, A. Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 3574. [1040/R]

LITTLEJOHN'S main dealer, machines, spares; terms, exchanges.—2, Ruislip Rd., Greenford, Wanlock 3255.

WHITBYS.—Velocette enthusiasts; new and secondhand.—275, Acton Vale, London, W.3. Tel. Bush 3355.

1950—Velocette 1950 (July) 149cc LE twin, million, £25 panniers, good tyres, taxed.—Duley, 374 Forest Rd., London, E.17. [C1030]

VELOCETTE 1954 500cc, complete engine overhaul, crash bar, leather frames and leather bags; £125 or near offer.—Mou, 9225 after 6.30 p.m. [7571]

SLOCOMBS OF NEASDEN!!! for your new Velocette; terms and exchanges—259-271, Neasden Lane, N.W.10 Gladstone 3355-8 lines. [C1115]

RAPID MOTORS for all models and spares—269, Haydons Rd., Wimbledon, Cherrywood 3222-5, 70, Godstone Rd., Wimbeldon, Uplands 0898. [C1162 R]

GEOFF DODKIN, Velocette spares/repairs specialist, LE service/spares our speciality; new and second-hand models supplied—1958, MSS, immaculate throughout; £15 deposit/exchange; generous part exchange allowance; genuine after-sales service—269, Queens Rd., S.W.14. Prospect 8779. [C1009]

VELOGETTE WANTED

ROWLAND SMITH'S, the Velocette buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114 R]

GEORGE CLARKE pay most for Velocette—Tulse Hill 3211. [W1019]

WE pay £10 more for Velocette; H.P. accounts settled on balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30, Cavendish Rd., Reading. Open 9 a.m. to 8 p.m. 6-day. Tel. Reading 2237. [W1039]

VELOGETTE SPARE PARTS

ARCHERS, the Velo Fatos, for spares and service.—Victoria Rd., Aldershot, Tel. 325. [10567/R]

L. STEVENS, Ltd., the country's largest stockists of genuine Velocette spares, Allenca screws, carriers, etc.—and panniers!—million, LE models removed from our premises; prompt C.O.D. service—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. [S1151/R]

HUMPHREYS for LE spares and service; c.d.—122, Hampstead Rd., N.W.1. Euston 6536. [S1058/R]

CO.D., 24 hours service, huge stocks of spares, all models—Rapids, 259-269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [S1162/R]

GODFREYS, Ltd., Velocette spares stockists, c.d.—224, London Rd., Croydon. Cro. 3641-2, and 220, Barking Rd., E.6. Gia. 8086. [S1052/R]

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied, quotations or c.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

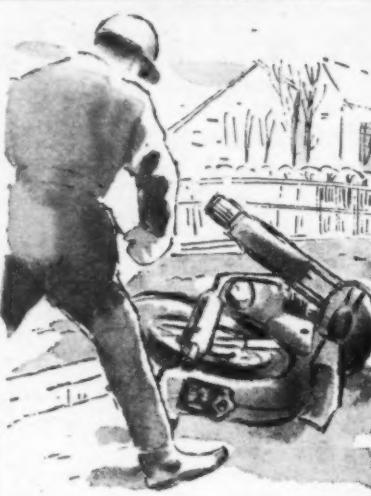
PREMIER.—Large Velocette spares stock in the country, all models, 24-hour c.d. service.—Premier Motor Co., Aston Rd., B'ham, 6. Aston Cross 4281. [S1100/R]

WEST END MOTORS, Ltd., for Velocette spares at 179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham, S.E.15. Tel. Bal. 4231 and New K. 5118-9. [10126 R]

VILLIERS

SAVE time, temper and trouble, try Meeten's for Villiers first.—Tel. Malden 3110 for everything Villiers or write, Meeten's for Villiers, Shannon Corner, New Malden, Surrey. [C1203]

MEETEN'S for Villiers, of course! If what you require is obtainable Meeten's will have it! New engines for farm, industry, for racing and autocycles; exchange engines; all types, reconditioned, exchanges, magnetos, crankshaft exchanges, etc. and, of course, all spares—try us when next you need really prompt attention, but do not forget, we need your engine numbers; trade supplied.—Tel. Malden 3110. Meeten's for Villiers, Shannon Corner, New Malden [C1203/1]



Gosh! - some clot...

has knocked her off her stand . . . the tank!—crikey, look at it, scratches and dents . . . and the Club's Pride Parade on Saturday . . . this makes it a cinch for Cliffson—why can't I afford two bikes, one to keep for best? . . . no, I wouldn't like that . . . and what are we bellyaching for anyway? Saturday's two days off, and H & L are on the 'phone . . . thank goodness for a firm run by chaps who are motor-cyclists themselves . . . they'll send a replacement immediately . . . honeychile, we're gonna win dat Elegance Trophy—you wid a brand new tank, and Cliffson won't have a hope in . . . good old H & L!

TRIUMPH
EXCHANGE UNITS
From Stock
ALL MODELS
1937-1957



HEAD OFFICE: MOTOR CYCLE SALES AND MAIL ORDER

STROUD • GLOS STROUD 1273/4

BRANCHES AT

BIRMINGHAM CENTRAL 5838

ROSS-ON-WYE ROSS 2098

EVESHAM EVE 6054

VILLIERS

YOUNG'S.—Villiers specialists, comprehensive stocks: engines, gear boxes, spares and service exchange units for autocycles, motor cycles and industrial engines. List free; immediate quotations and supplies—20-21, Tooting Bee Rd., London, S.W.17. Bal. 7791. [C1134/R]

VILLIERS SPARE PARTS

WATKINSON MOTORS, official stockists—19, Stockwell Rd., S.W.9. Bri. 2338. [S1174/R]

BRUCE LEWIN, Ltd., terrific stocks Villiers spares—17, Narborough Rd., Leicester. Tel. 5280. [S1025/R]

YOUNG'S.—Villiers spares prompt despatch—20-21, Tooting Bee Rd., London, S.W.17. Balham 7791. [S1134/R]

OIVERS OF TOTTENHAM for Villiers spares and service—2, Bruce Grove, N.17. Tottenham 1202. [S1033/R]

GLANFIELD LAWRENCE, Villiers spares stockists—407, High Rd., N. Finchley, N.12. Fin. 099. [S1044/R]

SPEDWAY OF ACTON for all Villiers spares; 24-hour c.d.—314, Uxbridge Rd., W.3. Tel. 5031-2. [S1044/R]

HOB STREET GARAGE, Ltd.—Villiers engine and carburetor spares; c'ter c.d. trade—414, Hob St., W.20. Tel. Cop. 1710. [S1027/R]

GATEHOUSE MOTORS, Ltd., Villiers spares stocking all parts c.d. by return—196, Archway Rd., Highgate, N.6. Pitkroy 1666. [S1065/R]

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, immediate c.d.—895-921, Fulham Rd., London, S.W.6. [S1105/R]

WHITEYS OF ACTON.—All Villiers spares and exchange units—253, Acton Vale, London, W.3. Tel. 6785. [S1208/R]

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models; s.a.s. quoted or return—895-921, Fulham Rd., S.W.6. Renown G16. [S1105/R]

BURTON-ON-TRENT—Villiers special c.d. telephone service of all spares for all models—A. Penn, 41, New St., Burton-on-Trent. Tel. 3568. [S1208/R]

DEPTFORD AUTOLINE, London's leading Villiers specialists; all spares and exchanges, special cylinder head repair service, c.d. trade.—Tel. Tideway 1587. [S1027/R]

KAYS OF EALING, Ltd., Villiers spare stockists. Trade supplied, quotations or c.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

MANCHESTER official spares stockists and repairers of all types Villiers engine, a/cycle and industrial—Parkin, 437, City Rd., Manchester, 16. Tra. 669. [S1063/R]

GODFREYS, Ltd.—Villiers spares stockists—206-23, London Rd., W.1. Croydon, Cro. 3641-2, 201, Portland St., W.1. Euston 4632; 416, Hornford Rd., Forest Gate. Gra. 1234. [S1052/R]

VINCENT

£145—1951 Vincent Rapide.—Below.

£180—1951 Vincent Rapide, s/arm chassis, body—Below.

£165—1949 Vincent Rapide, s/arm chassis, body—Below.

R & T ENGINEERING, Canterbury Rd., Croydon, R. Tho. 1992. [S1028/R]

CONWAY MOTORS, Britain's largest Vincent specialists.

OFFER a few from their wide range of over 50 good secondhand Vincents, solo, combinations, 1,500s, 500s, streamlined and naked models, all serviced by works-trained specialists in postal service machine sent anywhere in U.K.

H—24 months, one-third deposit, balance over 12, 18, 24 months.

£239—1954 Vincent Rapide C Black Shadow, speedo, tank cover, smart machine.

£229—1954 Vincent Black Shadow C, Avon fairing, choice of two.

£219—1953 Vincent Rapide C, showroom condition.

£179—1952 Vincent Rapide C, good all-round condition.

£129—1952 Vincent Comet C, choice of three.

£89—1950 Vincent Comet C, real snip.

CONWAY MOTORS, 301-307, Goldhawk Rd., Shepherd's Bush, W.12. (Sales) River 4872-2. [C1081]

85 gns.—Vincent November, 1950, 499cc Series C Combination, tank and insurance; terms, exchanges—Rowland Smith Below.

125 gns.—Vincent 1951 series C Comet 2-seat combination, free tax and insurance; terms, exchanges—Rowland Smith Below.

155 gns.—Vincent 1950 988cc Series C Rapide, dual seat, etc.; free tax and insurance—Below.

155 gns.—Vincent June, 1951, Series D Black Shadow combination, Busmar saloon on springer chassis; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

1954 (June) Black Shadow, genuine 14,000 miles, Windtunes, unmarked, showroom condition; £220—Berkeleyheat 9352. [C1074]

1955 (C) Black Shadow, magneto ignition, C type frame on stands, Craven equipment, usual mods.—£235—P. Lavender, 92, Manor Rd., Leyton, E.10. Ley. 8991. [C1074]

DEPROSE BROS., Ltd.—The Vincent People for your 100% guaranteed second-hand Vincent; comprehensive spares stocked, c.d. service 178-184, Brownhill Rd., Catford, S.E.6. Tel. 8888. [C1043]

HUMPHREYS for Vincent sales, spares and service; H selection of used Vincents usually in stock—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3328. [C1058/R]

MOTOR CYCLES MISCELLANEOUS

ASHBY'S.

ASHBY'S OF STONEBRIDGE offer superb selection.
£59/10.—1952 Douglas Vespa scooter, many extras.
£39/10.—1954 Ambassador 197cc Popular.
£99/10.—1956 Francis-Barnett Cruiser, 225cc s/arm.
£89/10.—1955 Talisman Twin sports, 250cc Avon Fairings.
£59/10.—1953 B.S.A. 250cc C11 de luxe, springer.
£89/10.—1952 Matchless G80S, 500cc s/arm.
£109/10.—1955 Royal Enfield Bullet, 350cc s/arm.
£109/10.—1956 Zundapp 200cc s/arm, exceptional.
£109/10.—1955 B.S.A. Star Twin, 500cc springer.
£139/10.—1954 Triumph T100 500cc Twin, s/arm.
£149/10.—1955 B.S.A. 650cc Twin, s/arm, beige and chrome.
£159/10.—1954 Matchless G9 Clubman Twin, s/arm.
£129/10.—1954 Triumph 650cc Twin, s/hub.
£179/10.—1956 Trophy 650cc Triumph, in road trim.
£189/10.—1955 Gold Star B.S.A. 500cc Clubman, s/arm, fully equipped.
£229/10.—1957 Norton 99 600cc Domi de luxe, s/arm.
£259/10.—1958 B.M.W. 600cc Twin springer, truly superb.
£229/10.—1954 Vincent Rapide, 998cc springer, in touring trim, immaculate.

COMBINATIONS

£79/10.—1950 Matchless 500cc s/arm, and Avon sports seat.
£99/10.—1951 Ariel Hunter 500cc and c/a saloon.
£139/10.—1952/3 Panther 600cc and 1954 Ascot on Kwitsch chassis.
£159/10.—1953 Triumph 650cc s/hub and c/a
£179/10.—1954 B.S.A. 650cc Twin springer and c/a saloon.
£199/10.—1955 Norton 600cc s/arm and Maxstoke sidecar brake.
£205/10.—1954 Matchless Twin, G9, s/arm and Monarch sidecar.
£239/10.—1956 Triumph T110, s/arm, and Maxstoke s/car brake.
£189/10.—1955 B.S.A. 650cc s/arm and Avon sports.
£199/10.—1954 Triumph 650cc s/hub and new c/a saloon.
 MANY others in stock.

HIRE purchase.

ONE-THIRD deposit, balance 12, 18 or 24 months; exchanges welcome.—Ashby's of Stonebridge Ltd., 35, Hillside, Harrow Rd., Stonebridge, N.W.10. Elgar 4488. [C1074]

GATEHOUSE MOTORS.

£165—1955 B.S.A. 500cc A7 twin, swinging arm, many extras.
£125—1957 B.S.A. 250cc C12 swinging arm, extras.
£115—1953 Norton 500cc ES2 swinging arm, springer.
£99/10.—1953 Ariel 500cc Hunter springer, extras.
£99/10.—1954 Royal Enfield 350cc Bullet, swinging arm.
£79/10.—1955 Triumph 150cc Terrier springer.

COMBINATIONS.

£279 10.—1958 Ariel 600cc VB swinging arm with 1958 new child/adult sidecar on new Canterbury swinging arm chassis. In stock. 10 miles by 10 miles.
£159—Watsonian Ascot single-seater saloon sidecar. Avon windscreens, superb condition.
 H.P. terms, deposit one-third, balance over 12, 18, 24 months.

GATEHOUSE MOTORS, 196, & 8, Archway Rd., Highgate, N.6. Monday-Saturday. [C1055]

GOODALLS OF EPSON.

GOODALLS—1956 N.S.U. Prima scooter, self starter, screen, pillion, spare wheel and carrier; £155.
GOODALLS—1956 B.S.A. 250cc C12, swinging arm, full-width hubs; £120.
GOODALLS—1956 Triumph Tiger Cub, one owner; £55.
GOODALLS MOTOR CYCLES Ltd., 55, South St., Epsom. Tel. 9563. Open 8.30-7. [C1051]

MAYBANK MOTOR CYCLES offer:-

1952 Panther 600cc with Watsonian Maxstoke c/a sidecar on VG21 chassis, sound mechanical condition; £97/10.
1950 Ariel Red Hunter 500cc springer, with Rankin c/a sidecar, very nice outfit; £85.
1949 B.S.A. B31 springer, showroom condition; £57/10.

TERMS, exchanges.—5, Maybank Rd., South Woodford, E.18. Wanstead 1829. [C1042]

AUBREY BOSWORTH for all types of new and used motor cycles and scooters; lowest possible deposit, terms 24 months.

385 High Rd., Kilburn, N.W.6. Tel. Maida Vale 0932. [C1170]

THE MOTOR CYCLE

MOTOR CYCLES MISCELLANEOUS

HUMPHREYS.—

HUMPHREYS.—New 1958 models, delivery from stock and most leading makes; also a few new 1957 models still available at reduced prices.

HUMPHREYS.—1957 B.S.A. 250cc, 200cc with £20 worth of extras, run 60 miles only, spotless; £155.

HUMPHREYS.—1957 B.S.A. Dandy, mauve, carefully used; £59.

HUMPHREYS.—1957 Francis-Barnett 250cc, milage 4,000, good condition; £80.

HUMPHREYS.—1957 Terrot scooter, 3 speeds, span wheel carrier, 500 miles only; £129.

HUMPHREYS.—1956 Norton Dominator 99, excellent condition; £189.

HUMPHREYS.—1956 Bown Moped 49cc, excellent condition; £25.

HUMPHREYS.—1956 Excelsior Talisman Twin, s/arm, fairing, reg. 1957; £157.

HUMPHREYS.—1956 Francis-Barnett 225cc, Avon fairing, etc., superb condition; £119.

HUMPHREYS.—1956 N.S.U. Prima, self-starter, span wheel; choice of several from £139.

HUMPHREYS.—1955 Panther 100 s/a, with Swallow Vulcan 2-seater s/o, 5,000 miles only, magnificent outfit.

HUMPHREYS.—1955 B.S.A. Bantam Major, screen, dual seat, etc.; £65.

HUMPHREYS.—1955 B.S.A. B31 350, £139; also 1954 similar; £115.

HUMPHREYS.—1955 Bella scooter, 200cc, red, milage 5,000; £125.

HUMPHREYS.—1954 Enfield 500 twin, swinging arm, excellent condition; £99.

HUMPHREYS.—1953 Norton Dominator with Avon s/o, 100 miles only; £155.

HUMPHREYS.—1952 B.S.A. A10 with adult and child sidecar, spring frame; £155.

HUMPHREYS.—New sidecars delivered from stock on most models. Watsonian, Garrard, Swallow, etc.

HUMPHREYS offer a magnificent range of new and second-hand machines from £50 upwards, also available on easy h.p. terms; personal accident, sickness and unemployment insurance available if desired; exchanges welcomed; your inspection invited; super range of sidecars also available.

HUMPHREYS Ltd., 116-122, Hampstead Rd., NW1 (cont. Tottenham Court Rd.). Tel. Euston 3382. [C109]

FISHERS OF HOUNSLAW.

NEW unregistered less 15%.

350cc Royal Enfield Bullet.

250cc Excelsior Twin.

150cc Excelsior spring frame.

150cc Terrot Scooter, cream finish.

125cc Puch Scooter, grey finish.

50cc Kreidler Scooter.

COMPREHENSIVE range of new and second-hand machines.

PART exchange, hire purchase.—E. R. Fisher Motors Ltd., Bath Rd., Hounslow, Middx. Hounslow 102. [C1115]

WHEELERS OF EPSOM.

1957 Triumph Trials Cub 200cc springer, superb £126.

1956 Piatti Scooter, really excellent condition; £115.

(S.P.T.) Velocette 350cc MAC springer; bargain, £120.

Triumph 21 350cc twin, absolutely immaculate; £203.

WHEELERS OF EPSOM for new and used machines, buy your 1958 model now; new and used as fully repaired and guaranteed and the best after-sale service ever offered; if you cannot call send for fm list, our postal service is great.

WHEELERS MOTORS, 45-51, Waterloo Rd., Epsom, Surrey. [C1116]

KINNEAR OF FELTHAM offer:

THE following used machines all workshop checked before sale and guaranteed for 3 months.

1957 Ariel 500 twin, one owner, 3,000 miles; £199/10.

1957 Ariel 350 Red Hunter, one owner, 4,000 miles; £189/10.

1957 Francis-Barnett 250, one owner; £149/10.

1956 Francis-Barnett 197, one owner, panniers £109/10.

Francis-Barnett 197, 4 speed recond. engine £129/10.

1956 James 150, one owner; £75/10.

1956 B.S.A. 150, one owner, Lucas lighting; £75/10.

1955 B.S.A. 250 C11G, one owner, as new all round; £109/10.

B.S.A. 640 twin fitted with 1957 Watsonian Monaco Super sports chair, perfect; £249/10.

1956 Ariel 600 s/w. arm, one owner and new Canterbury 2-seater saloon sprung and braked wheel; £219/10.

1955 Watsonian 500 twin S7 and Watsonian Avon, genuine 5,000 miles, as brand new in every way; £199/10.

1954 Model Triumph 650, new tyres and 1957 Garrard full/d/a saloon in immaculate condition; £179/10.

1953 Norton 500 s/w. arm and brand new Canterbury large c/a saloon; £179/10.

WE specialise in part exchanges and the easiest of new models for immediate delivery from stock.

Bedfot Lane, Feltham, Middx. Feltham 4545. [C1105]

RISE AWAY TODAY ANY 1958



FROM
Owen Bros

100% B.S.A. SPECIALISTS

Third Deposit
2 years to pay

Any make welcomed in part exchange.

ALL MODELS IN STOCK—FROM THE DANDY 70.c.c. LIGHTWEIGHT SCOOTER TO THE SUPER ROCKET 650 c.c. TWIN

WANTING A COMBINATION? WE STOCK B.S.A. AND WATSONIAN SIDECARs AND FIT FREE.

SPECIALISED SERVICE

We sell and service B.S.A. and no other make whatever. This means that YOU get SERVICE on a scale unequalled elsewhere. For example: we maintain a £20,000 stock of genuine B.S.A. spares.

OWEN BROS.
B.S.A. MAIN AGENTS

"B.S.A. HOUSE," 19 BATTERSEA RISE,
CLAPHAM JUNCTION, S.W.11

Sales: BATtersea 5253
Hours: 8.30 a.m. to 6 p.m. Wed. 1 p.m.

THE FINEST SELECTION MOTORCYCLES, SCOOTERS & MOPEDS NEW AND SECONDHAND IN NORTH LONDON

A FINE SELECTION OF 1958 MODELS
FOR IMMEDIATE DELIVERY

A.J.S. 500 c.c. Model 26 Twin	£281	6	3
A.J.S. 250 c.c. Model 16M8	£233	15	8
AMBASSADOR, 250 c.c. Superette Twin	£193	10	8
AMBASSADOR, 175 c.c. Ambassador, 4 speed	£193	9	8
AMBASSADOR, 175 c.c. Popular, 4 speed	£130	19	9
A.M.A. 530 c.c. Model A10, s/a/m, sidecar model	£261	10	6
B.R.A. 250 c.c. Model C12, s/a/m, dual	£165	5	11
B.R.A. 175 c.c. Bantam Super, battery model	£127	10	5
B.R.A. 150 c.c. Bantam Major, battery model	£118	10	3
FRANCIS-BARNETT, 250 c.c. Cruiser 80, chrome tank	£169	6	9
FRANCIS-BARNETT, 150 c.c. Cruiser 80	£155	5	10
FRANCIS-BARNETT, 197 c.c. Falcon, chrome tank	£165	14	8
FRANCIS-BARNETT, 197 c.c. Falcon	£159	13	7
FRANCIS-BARNETT, 150 c.c. Flover	£128	17	7
JAMES 250 c.c. Commando	£155	18	6
JAMES 150 c.c. Cadet, battery, dual, rests	£128	17	8
JAMES 150 c.c. Cadet, dual, rests	£121	14	7
JAMES 98 c.c. Comet, footchange	£100	10	5
MATCHLESS, 600 c.c. Model G11 Twin	£288	12	11
MATCHLESS, 500 c.c. Model G10 Twin	£247	14	6
ROYAL ENFIELD, 250 c.c. Crusader	£206	1	6
ROYAL ENFIELD, 350 c.c. Clipper, dual, rests	£206	1	6
ROYAL ENFIELD, 150 c.c. Ensign III, dual	£115	17	9
ZUNDAPP, 198 c.c. Model 2018	£180	17	9

DEPOSIT 1/3 CASH PRICE

IMMEDIATE DELIVERY.
B.I.P. ACCOUNTS SETTLED.
TERMS UP TO 24 MONTHS
EXCHANGES WELCOMED
TAX AND INSURANCE CAN BE INCLUDED IN TERMS

CLAUDE RYE LTD.
THE MOTOR CYCLE PEOPLE
183-187 HIGH ROAD
S. TOTTENHAM, N.15
Open: 9-6.30 STAMFORD Hill 2340 Thursdays 1 p.m.

CLAUDE RYE LTD.
OF FULHAM
THE BUBBLE CAR SPECIALISTS

FOR THE LATEST
HEINKEL



Complete with
heater, de-
froster, spare
wheel, bumper
and mirror.
Choice of
colours.

CASH PRICE
£406.18.9

Terms 1/3rd Deposit and 24 monthly payments
DRIVE AWAY ON THE SPOT TERMS, EXCHANGES.

ALSO BOND, MESSERSCHMITT, A.C. PETITE,
HEINKEL, RELIANT AND GOGGOMOBIL IN
STOCK FOR IMMEDIATE DELIVERY.

WRITE FOR LEAFLET OF CAR YOU ARE INTERESTED IN
FREE DEMONSTRATION

FREE TUITION

ALSO IN STOCK FOR IMMEDIATE DELIVERY,
GOOD SELECTION OF USED BUBBLE CARS.

895-921 FULHAM RD. LONDON S.W.6
RENNOWN 6174 (20 lines)

8-30-6 daily. Thurs. 1 p.m.

(Nearest Station: Putney Bridge: Buses 14 & 96 pass the door)

THE MOTOR CYCLE MOTOR CYCLES MISCELLANEOUS

GIFF'S offer:-

1957 model B.S.A. C12, one owner, chrome tank, immaculate condition; £135.
1957 Francis-Barnett 197, one owner, 4 speed; £120.
1956 Francis-Barnett 190, d/seat, etc.; £84.
1955 Francis-Barnett 197, one owner; £81.
1955 B.S.A. B33 500, one owner; £129.
1955 Excelsior 197 R6; £69.
1955 Bantam Major, extras; £63.
1952-3 Bantams, choice of 3 from £39.
1954 Bells, windscreens; £115.
1958 Mobylette de luxe, windscreens, leg shields, 200 miles; £42.
368 Northolt Rd., South Harrow. Byr. 2484. [C1053]

SPORTSMO OF SOUTHALL.

1956 Matchless G11, one owner; £185.

1956 Matchless 500, spotless, Craven panniers; £155.

1956 B.S.A. 500, s/a, Fairing; £149.

1955 B.S.A. 350cc, s/a, immaculate; £130.

1950 Vincent Comet, very smart; £105.

COMBINATIONS.

1955 B.S.A. 600, fitted d/a Swallow, immaculate; £220.

70-72 The Green, Southall. Southall 6229. [C1062]

BROOKERS NORTH LONDON.

A GRAND selection of 1958 models, including Lambretta scooters and N.S.U. Quickly, in stock. A COMPREHENSIVE stock of good used combinations and solo's; excellent h.p. facilities, all machine tested.

2 Queen's Parade, Green Lanes, Hornsey, N.8. Tel. Mountain 0284 2 mins. from Turnpike Lane Tube Station A few doors from Queen's Head Hotel. [C1135/R]

CHARLES SIMPSON MOTORS offer:-

1957 250cc Royal Enfield Crusader, immaculate in green and chrome, fully equipped, amazing value; £159.

1957 Piatti very little used; £89.

1955 250cc Excelsior Talisman Twin, s/a suspension, cracking motor, appearance only fair. £89.

197cc Dot scrambler, Early type front fork, s/a suspension, a hot little outfit for £99.

1954 500cc Model 10, fitted with crash bars, good tyres, genuine bargain; £139.

1953 Triumph Speed Twin, sprung hub, dual seat appearance only fair, super snip; £119.

1953 B.S.A. C11 springer, windscreens, taxed, etc., amazing value; £79.

1952 197cc Francis-Barnett, ideal lightweight machine, fully equipped; £39.

1955 B.S.A. B31, s/a suspension, comprehensively equipped, amazing value; £139.

1954 Triumph Thunderbird and Stein sports sidecar, matching colours throughout, new tyres, immaculate; £220.

1953 500cc ES2 Norton, s/a suspension, extremely well cared for, super snip at £128.

1950 LE Velocette, very carefully used, ready to drive away; £49.

1946 350cc Matchless telefork, dual seat, good tyres, amazing value; £49.

1952 B.S.A. Bantam Springer, comprehensively equipped, amazing value; £49.

1948 350cc Douglas, torsion bar springing, fully equipped, unrepeatable value; £49.

1938 350cc O.K. Supreme, good runner; £10.

CHARLES SIMPSON MOTORS, Ltd., Staples Corner Hendon, N.W.2. Gladstone 1921/1246. Part exchanges a speciality on both motor cycles and cars. [C1154]

HARROVIAN GARAGE offer:-

ROAD Rocket 1957, small mileage, red and chrome grooved snoot rev. counter, double crash bars, looks brand new, taxed year; £229.

SPEED Twin 1954, sprung hub, panniers, good tyres. £125, choice of 2.

MATCHLESS 1955 G9 twin, can only be described as equal to new; £165.

THE REINER 1954 650cc, well maintained by one careful owner; £145.

TIGER 100 1954 sw. arm, a real beauty with plenty of extras; £156.

C11G B.S.A. 250cc dual seat, 4-speed, sprung frame, taxed year, very nice condition; £89.

C12 B.S.A. 250cc 1956 sw. arm springer, small frame, taxed year, real showroom condition; £119.

N.S.U. Quickly 1955 250cc moped; £29.

B31 B.S.A. 350cc 1949, recent overhaul, dual seat, etc., £89.

EXCELSIOR 125cc 1954 3 speed foot change, real good motor; £27.10.

R.D. Hunter Ariel 350cc 1955 sw. arm springer, taxed and really good; £124.

IMMEDIATE h.p. terms insurance and part exchanges.

180, Northolt Rd., South Harrow. Byron 6022. [C1013]

CLAUDE RYE LTD.
THE MOTOR CYCLE PEOPLE

A DEAL WITH US WILL MEAN
A GOOD DEAL - TO YOU

1958
MOTORCYCLES,
SCOOTERS, MOPEDS,
THREE-WHEELERS
AND SIDECARES
ALL MODELS AVAILABLE
FOR IMMEDIATE OR QUICKEST DELIVERY

We have the finest range of new models in the country. Terms 1/3 deposit, 24 months to pay, no silly restrictions and time wasted making enquiries, you can ride away on the spot. Fully tested and insured, your own machine taken as deposit. We can cover you locally. Accounts, money, etc. accepted. H.P. ACCOUNTS SETTLED. EXCHANGES. IF YOU CANNOT CALL, ORDER BY POST.

MOTORCYCLES

A.J.S., ARIEL, AMBASSADOR, B.S.A., ENFIELD, EXCELSIOR, FRANCIS-BARNETT, JAMES, MATCHLESS, NORMAN, NORTON, N.S.U., MAX., PANTHER, SUNBEAM, VELOCETTE, ZUNDAPP.

SCOOTERS

ALBATROSS, B.S.A., BELLA, BINZ, BOND, DIANA, D.K.R. DUNKLEY, D.K.W., EXCELSIOR, HEINKEL, ISO, LAMBRETTA, MACO, MERCURY, N.S.U., PARILLA, PIATTI, PROGRESS, T.W.N., VICTORIA, ZUNDAPP.

MOPEDS

BOWIN, BINETTA, EXCELSIOR, EXPRESS, PERLE, MERCURY, NORMAN, NEW HUDSON, LEOPARD, N.S.U. QUICKLY, PHILLIPS, VICTORIA, ZUNDAPP, COMBINETTE.

SIDECARES

BLACKNELL, B.S.A., BUSMAR, CANTERBURY, GARRARD, NORTON, SWALLOW, SURREY, RANKIN, SUNBEAM AND WATSONIAN.

THREE-WHEELERS

A.C. PETITE, BOND MINICAR, HEINKEL, MESSER-SCHMITT, RELIANT, GOGGOMOBIL and ISSETTA Write for LEAFLET OF MACHINE YOU ARE INTERESTED IN.

THIS COUPON IS WORTH MONEY !

NAME		
ADDRESS		
(D)		
I HAVE A USED MACHINE I WOULD LIKE TO SELL/PART EXCHANGE.		
MAKE	YEAR	MODEL
S.V. or O.H.V.	Spz.	Right
Solo or Comb.	Left
Make of s/mar.	City or W.D.
Dyno.	Phone.	Call.
Girder.	Message.
Colour.	Con. of tyres.	I require.

895-921 FULHAM RD. LONDON S.W.6
RENNOWN 6174 (20 lines)
8-30-6 daily. Thurs. 1 p.m.

(Nearest Station: Putney Bridge: Buses 14 & 96 pass the door
North London Branch; 183-187 High Rd., S. Tottenham, N.15
STAMFORD HILL 2340. OPEN 9 a.m.-6.30 p.m., Thur. 1 p.m.)

CAMDEN MOTORCYCLES

Agents for A.S.J., AMBASSADOR, ARIEL, DOT, JAMES, PAN-
TER, ZUNDAPP, LEOPARD, KREIDLER, WHIPPET, RELA-
BOND, DIANA, 150, MOBY, PEUGEOT, PRIOR, TESROT,
VESPA, A.C. PETITE, BOND CARS, HEINKEL, ISSETTA, MES-
SENGRIMM, RELIANT, BURNAR AND CANTERBURY SIDECARES.
400 New and Used Models to choose from. Written Quo-
tations on Request. No Hush-Hush Prices. We will
not demand immediate delivery of any Model. Cash or Part Exchange
Bigest Allowances for any Vehicle. Sale or Parts Service. Repairs
Accommodate. Spares. Phone or Write to Special Postal Sales
Department for New Stock List.

TO DO A GOOD DEAL BETTER AT CAMDEN MOTORCYCLES

1958 New AJS 350 c.c. Model 15MS, s/a, d/seat	£233 18 0
1958 New AJS 600 c.c. Twin, performance, safety	£268 15 11
1958 New ARIEL 500 c.c. s/c, 2-seater, enclosed chain	£240 19 0
1958 New ARIEL 500 c.c. D.T.O. transmission	£240 19 0
1958 New PANTHER 250 c.c. dual seat, swing, arm	£179 16 0
1958 New DIANEETTE 49 c.c. 3 speeds, enc. chn, s/a.	£255 11 0
1958 New LEOPARD Hobby 5, s/a, carrier, blue...	£68 4 0
1958 New LEOPARD Hobby 6, s/a, d/seat, enc. chain	£289 5 0
1958 New N.E.D. Quicksilver 125 c.c. 3 speeds	£289 7 0
1958 New N.E.D. Quicksilver 125 c.c. 3 speeds, s/a.	£289 7 0
1958 New BINZ Lightweight Scooter, a/c, green	£102 0 0
1958 New DIANA 200 c.c. s/a, start, choice colour	£218 6 0
1958 New BOW 150 c.c. 4 speeds, blue/grey, 10" wheels	£175 14 0
1958 New PEUGEOT 350 c.c. 8157B, choice of cols.	£183 15 0
1958 New PRIOR 250 c.c. s/c, blue/cream	£224 2 0
1958 New PRIOR 250 c.c. 4 speeds, self start,	£224 2 0
1958 New HEINKEL 174 c.c. Cabin Cruiser	£279 15 0
1958 New HEINKEL 204 c.c. Cabin Cruiser, ch. col.	£240 8 0
1958 New MESSINGRIMM KR200 or 201 Conv.	£239 13 0
1958 New RELIANT Regal Hardtop, choice of colour	£240 6 0
1958 New ARIEL 500 c.c. 4 speeds, child seat, child seat	£255 11 0
1958 New ARIEL 500 c.c. V.H. and Watsonian Ascot/s/seat a/car	£269 11 0
1958 ARIEL 500 c.c. K.H. and Watsonian Ascot/s/seat a/car	£269 11 0
1958 ARIEL 600 c.c. V.H. 4 speeds, and Wats. a/car,	£259 11 0
1958 ARIEL 600 c.c. and Busmar Astral 2-tone sidecar	£259 11 0
1958 ARIEL 500 c.c. s/pgr., and "55" Wats. Avon s/car, brake	£259 11 0
1958 ARIEL 500 c.c. and Swallow Tailor s/c, sidecar	£259 11 0
1958 A.R.A. M33, and Swallow Tailor s/c, sidecar	£259 11 0
1958 A.R.A. M33, and Swallow Tailor s/c, sidecar	£259 11 0
1958 A.R.A. Goliath, and Wats. Avon s/car, sidecar	£259 11 0
1958 INDIAN Brave, 4 speeds, s/a, and Canet. Demon s/c, s/a.	£215 1 0
1958 MATCHLESS 619, and Swallow Jet 50 sidecar, immac.	£235 1 0
1958 NORTON 16H, and sidecar, a rough job, bargain a/c.	£235 1 0
1958 NORTON 16H, and Wats. Ascot/s/seat a/car	£235 1 0
1958 PANTHER 100, s/c, and sidecar, a rough job, bargain a/c.	£235 1 0
1958 PANTHER 100, s/c, and sidecar, and Canterbury Challenger	£235 1 0
1958 R. ENFIELD 700 c.c. Meteor and match. Wats. d/adult	£279 11 0
1958 SUNBEAM 200 c.c. and 53 "Garrard" single/seater	£245 11 0
1958 TRIUMPH 5T, and Canterbury single/seater	£245 11 0
1958 TRIUMPH 7T, and Canterbury single/seater	£245 11 0
1958 HEINKEL 174 c.c. Cabin Cruiser, choice of colour	£245 11 0
1958 HEINKEL 174 c.c. Cabin Cruiser, choice of colour	£245 11 0
1958 D.K.W. 74 c.c. Dandy lightweight scooter, ch. cond.	£183 15 0
1958 D.K.W. Hobby, one owner, 8 miles only since new.	£183 15 0
1958 DOUGLAS Vespa 125 c.c. pillion fitted, respired.	£268 11 0
1958 DOUGLAS Vespa 125 c.c. Ultra, low mileage, ch. cond.	£268 11 0
1958 DOUGLAS Vespa 125 c.c. Ultra, low mileage, ch. cond.	£268 11 0
1958 PARILLA Greyhound 150 c.c., very low mileage, ch. less	£268 11 0
1958 PIATTI 125 c.c. de luxe, ch. 3, all showroom cond., from	£268 11 0
1958 TWIN Contessa 200 c.c. s/c, start, immaculate....	£268 11 0
1958 A.C. Petite, electric starter, good tyres.....	£245 11 0
1958 A.C. Petite Mk. II de luxe, carefully maintained.....	£245 11 0
1958 A.C. Petite Mk. III de luxe, carefully maintained.....	£245 11 0
1958 BOND hand-painted body, looks rough, bargain....	£245 11 0
1958 DOUGLAS Vespa 125 c.c. Ultra, low mileage, ch. cond.	£245 11 0
1958 GORDON Family de luxe, respired, good condition	£245 11 0
1958 GORDON, low mileage, good tyres, clean specimen.....	£245 11 0
1958 HEINKEL Cabin Cruiser, choice of four from.....	£245 11 0
1958 HEINKEL 204 c.c. rare specimen, absolutely as new	£245 11 0
1958 POWERLINE 250 c.c. B.S.A. A7 engine, a most carefully	£245 11 0
1958 POWERLINE 250 c.c. B.S.A. A7 engine, a most carefully	£245 11 0
1958 AJS 500 c.c. teles., 4 speeds, dualseat, clean.....	£289 5 0
1958 AMBASSADOR 197 c.c. 4 speeds, new spec., ch. cond.	£289 5 0
1958 ARIEL 200 c.c. Colt, tyres as new, very good cond..	£289 5 0
1958 ARIEL 350 c.c. 4 speeds, alloy guard, runner, bargain	£289 5 0
1958 ARIEL 350 c.c. 4 speeds, alloy guard, runner, bargain	£289 5 0
1958 BSA C11 de luxe, teles., many extras fitted.....	£275 11 0
1958 BSA 350 c.c. B31, dualseat, good tyres, V.G. cond.	£275 11 0
1958 DOUGLAS 350 c.c. Sports Twin, s/a, dualseat, clean	£245 11 0
1958 EXCELSIOR 90 c.c. Consort, 2 speeds, good tyres.....	£245 11 0
1958 EXCELSIOR Tideline Twin, 2 speeds, dualseat, clean	£245 11 0
1958 GREVEES 197 c.c. 4 speeds, immaculate condition.....	£219 11 0
1958 JAMES 197 c.c. Captain, very clean, well cared for.	£295 11 0
1958 NORMAN 197 c.c. DL/D/SW, swing, arm, Armstrong fork	£210 5 0
1958 NORTON 197 c.c. s/c, spgr., V.G. tyres, sprm d/seat	£259 11 0
1958 PANTHER 125 c.c. 4 speeds, Dandy forks, good tyres.....	£275 11 0
1958 SWARCO 600 c.c. 4 speeds, dualseat, good tyres.....	£275 11 0
1958 R. KEEFEL 125 c.c. 3 speeds, rough appearance, bargain	£215 11 0
1958 SUNBEAM 500 c.c. 87 Twin, d/seat, clean condition	£289 5 0
1958 VELOCETTE 350 c.c. MAC, teles., dualseat, good cond.	£289 5 0

POST THIS COUPON TODAY TO OUR SPECIAL POSTAL
SALES DEPARTMENT.

I am interested in a new/used.....

I have for exchange/sale.....

For which I would like \$.....

NAME.....

ADDRESS.....

NUMBER.....

CAMDEN MOTORCYCLES

BELL Close, LEIGHTON BUZZARD, BEDS.

Telephone No.: Leighton Buzzard 2491/2/3.

Open DAILY 9 a.m. to 8 p.m. ON SUNDAYS 10 a.m. to 3 p.m.

THE MOTOR CYCLE

MOTOR CYCLES MISCELLANEOUS

HALLENS OF CAMBRIDGE, Ltd., are a must to contact when it comes to purchasing that new or used motor cycle; a modern showroom crammed full of popular machines.

HALLENS.—Take your pick from this week's used selection.—'57 AJS 500 18S, £165; '56 AJS 500 19S, £165; '52 AJS 350 16M, £79; '56 Ambassador 225 Supreme, £105; '57 Ariel 500 NH, £165; '54 B.S.A. 350 B31, £115; '54 B.S.A. 250 C11G, £69; '54 B.S.A. 150 D3, £59; '52 Barnett 197 Falcon, £59; '1954 Matchless 500 G9, £155; '54 Matchless 600 G11, £155; '48 Matchless 500 G8OC, £59; '54 Norman 197 DL, £89; '54 Norton 600 77, £125; '54 Norton 500 68, £125; '54 Norton 500 88, £125; '54 Panther 250 75, £59; '51 Enfield 500 Twin, £95; '54 Enfield 250 Clipper, £99; '49 Triumph 500 ST, £82; '57 Triumph 200 T20, £119; '55 Triumph 650 TT10, £185; '53 Triumph 500 ST, £119; '54 AJS 500 V-Twin, and Swallow 2/c saloon, £159; write, phone, or better still, call for comprehensive stock list. Remember we arrange everything, hire purchase, part exchange, etc.

HALLENS OF CAMBRIDGE, Ltd., Hawthorn Way Corner Cambridge, Tel. 56225. [C1059]

COMERFORDS.—Sixty machines to be knocked-out for cash to callers; prices from £10; all at approximately half their normal price; this is genuine clearance, no special offer of delivery free, 10 miles or 5 miles on free, or rail. Portsmouth Rd., Thames Ditton, Surrey. Emberpool 5531 (6 lines). [C1006]

G. K. RAE, Chiswick, offers a magnificent stock of over 100 carefully selected modern machines at real bargain prices on very easy terms, wonderful allowance on your old machine; established over 30 years and known for courtesy and honest dealing. Remember! Whether buying or selling always write to you to "call to day on G. K. Rae." Ask your Dad! G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2431. [C1107 R]

RAY KEMPSTER, Ltd., for full value, offers: 1954 B.S.A. DI, £55; '55 B.S.A. C11, £69; '52 Triumph 5T, £105; '52 Triumph T100, £119; '57 Norton 500, £125; '54 Norton 600, £125; '54 Panther and 2-adult s/cars, £89; '50 B.S.A. A10 and s/s Garrard s/cars, £109; many others; exchanges, terms, insurance, etc.; personal attention; full satisfaction—344-346, Upper Richmond Road West, East Sheen, S.W.14. Pro. 9440. [C1144]

DISMANTLED MACHINES

1946 500 s/c Ariel—Bennetts, 28, Naylor Rd., S.E.16. New. 3157. [C1081]

THREE-WHEELERS AND CARS

MERCURY offer:-

£375	11—1950 Morgan 4/4 d.h. coupe.
£255	11—1940 Morgan 4/4 4-seater.
£245	11—1938 Morgan 4/4 2-seater.
£245	11—1939 M.G. TA 2-seater.
£245	11—1950 Morgan F4 2/4-seater.
£235	11—1937 Morgan 4/4 2-seater.
£175	11—1939 Morgan F Super.
£145	11—1935 Morgan F2.
£145	11—1935 Morgan S.S.
£135	11—1935 Morgan F2.
£95	11—1937 Riley 9 saloon.

TERMS and exchanges.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley. Wembley 6058-9. [C1084]

CARS, vans, and new Morgans.—Ron McKenzie, Stretford, Manchester. [C1086]

COMERFORDE.—New Austin A35, Ford Popular, Heinkel, Messerschmitt, Bond Reliant; m/cas taken—exchange—Portsmouth Rd., Thames Ditton, Emberpool 5531. [C1006]

A.C. PETITE

1953 Petite, specimen condition; £160.

WHITTAKERS MOTOR STORES, Ltd., 19, Cookson St., Blackpool. Tel. 24828. [C1139]

GODFREYS, Ltd., for A.C. Petite 3-wheelers at all depots—please see address below. [C1052/R]

1953 A.C. Petite 1951 34cc 2-seater, starter, 1953 one careful owner; terms; exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead, N.W.3. 6041. [C1114]

HOW much you would appreciate the comfort, cleanliness and warmth of an A.C. Petite this cold weather cannot be envisaged if you are still on two wheels; try an A.C. this spring and enjoy life! Lists, tuition, lowest H.P., Villiers service—Meetens, Shanahan Corner, New Malden. Tel. Malden 3110. [C1203]

A.C. PETITE WANTED

GEORGE CLARKS pay most—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

CLAUDE RYB pay very well—22, Leytonstone, E.11. Tel. Leytonstone 4711. [C1053]

1953 B.S.A. 150 s/c, 2-seater, £89; B.S.A. Renown 6174. [W105/R]

PROPS.—E. T. PINK, EST. 1929
STATION ROAD, HARROW, MIDDLESEX
Phone: HAR 0044/5 - Spares & Accs., HAR 3328

SECONDHAND BARGAINS AT HARROW

FIRST-CLASS MODELS FULLY WORKS-CHECKED THREE MONTHS' GUARANTEE

1956 ARIEL, 350 c.c. NH, s/arm, d/seat, enc. r/chain, carrier, 7,068 miles	£168
1957 ARIEL, 350 c.c. NH, s/arm, d/seat, enc. r/chain, 5,801 miles, one owner...	£178
1957 ARIEL, 650 c.c. FH, s/arm, d/seat, enc. r/chain, 7,616 miles, one owner...	£216
1957 B.S.A., 70 c.c. Dandy, panniers, one owner, low mileage, two-speed	£57
1957 B.S.A., 250 c.c. C12, d/seat, s/arm, 4,730 miles, one owner, choice of 3 ...	£138
1957 B.S.A., 350 c.c. B31, s/arm, d/seat, s/arm, Avon screen, one owner, choice of 2 ...	£143
1957 B.S.A., 500 c.c. B33, d/seat, s/arm, c/bars, enc. r/chain, 2,419 miles, ...	£188
1956 B.S.A., 650 c.c. A105, s/arm, d/seat, c/bars, l/shields, screen, 4,903 miles	£198
1957 D.K.W., 74 c.c. Hobby, screen, pillion, 655 miles, one owner, ...	£104
1956 F.BARNETT, 197 c.c. Falcon, s/arm, d/st, 7,520 miles, spotless, choice of 4	£108
1957 F.BARNETT, 225 c.c. Cruiser, s/arm, d/seat, 8,241 miles, one owner	£135
1957 F.BARNETT, 250 c.c. Cruiser, 8,241 miles, one owner	£144
1957 MATCHLESS, 600 c.c. G11, s/arm, d/st, 7,344 miles, one owner	£238
1956 NORTON, 500 c.c. 88, d/arm, s/arm, Avon screen, low mileage, also 1957	£198
1956 NORTON, 600 c.c. 99, s/arm, d/seat, Avon screen, l/shields, panniers	£219
1955 TRIUMPH, 150 c.c. Terrier, one owner, d/seat, good tyres, taxed year	£79
1955 TRIUMPH, 200 c.c. Cub, s/arm, d/st, c/bars, overhauled, taxed	£64
1957 TRIUMPH, 200 c.c. Cub, s/arm, d/st, 2,691 miles, as new, choice of 3	£129
1956 TRIUMPH, 650 c.c. T110, s/arm, Avon screen, 5,340 miles, reg. Dec.	£208
1957 TRIUMPH, 650 c.c. T110, d/seat, s/arm, blue/cream, 6,470 miles	£242
1955 VELOCETTE, 350 c.c. MAC, s/arm, screen, 2,819 miles, d/st, Reg. 1956	£146

COMBINATIONS

1956 ARIEL, 650 c.c. FH, s/arm, Wats. Monarch s/car, Avon screen,	£238
1953 B.S.A., 500 c.c. Star Twin, s/car, Spgr., B.S.A. Sports s/car, screen, l/shields,	£174
1957 B.S.A., 650 c.c. A10, spgr., Cant. D. Adult on spgr. chassis, 3,491 miles	£209
1956 B.S.A., 500 c.c. M33, spgr., Cant. saloon s/car, screen, new engine	£186
1956 JAMES, 197 c.c. Captain, s/arm, Wats. Windsor s/car, screen, 5,271 miles	£134
1956 MATCHLESS, 500 c.c. G9, Wats. Monarch s/car, brake, one owner	£258
1955 PANTHER, 600 c.c. Model 100, Wats. Ascot s/car, screen, new tyres	£218
1956 PANTHER, 600 c.c. Model 100, spgr., York 2-adult, spgr. chassis, 4,350 miles	£209
1956 TRIUMPH, 650 c.c. 6T, Wats. Maxstoke, 2-adult s/car, Avon fairing	£288
1957 TRIUMPH, 650 c.c. 6T, Garryard, G.P. sports s/car, q/d wheel, 2,254 miles	£318

EASIEST POSSIBLE TERMS

1/3rd Down 24 Months to pay

PINKS OF HARROW

PROP.—E. T. PINK, EST. 1929

STATION ROAD, HARROW, MIDDLESEX

Phone: HAR 0044/5 - Spares & Accs., HAR 3328

"PINKS REPUTATION ENSURES YOUR SATISFACTION"

E.S. MOTORS LTD.

The Specialists

for your NEW

Royal Enfield

per return

SPARES SERVICE

309-325 HIGH ROAD, CHISWICK, W.4

Telephone : CHiswick 2246

SELECTED USED MACHINES AT THE RIGHT PLACE

Matchless '56, 600 c.c. G.11 and Jet 80, v. smart	£269
Vincent, '52, Black Shadow & Blackwell's adult ..	£229
Triumph, '57, 650 c.c. Thunderbird, gold/black	£219
B.S.A., '57, 500 c.c. "Shooting Star", new cond.	£205
Norton, '55, 600 c.c. 19" s/frm, 2/adult s/car ..	£199
B.S.A., '55, 650 c.c. Flash spgr. and sports s/car ..	£195
T.W.N., '57, Contessa, 200 c.c. self/str, like new ..	£179
B.M.W., '51, 500 c.c. R.51, exceptional cond.	£159
Triumph, '54, 650 c.c. T.110, very fast, good cond.	£159
Triumph, '54, 650 c.c. 6T, s/hub & Ascot sal. s/car ..	£159
R. Enfield, '55, 700 c.c. Meteor, s/car trim ..	£159
R. Enfield, '57, 350 c.c. Bullet, s/frm, clean ..	£149
Vespa, '57, 150 c.c. Gran Sport, s/seat, low mileage	£149
R. Enfield, '57, 350 c.c. Clipper, s/frm, as new ..	£149
Matchless, '55, 350 c.c. G.3L, s/frm, s/room cond.	£139
R. Enfield, '54, 700 c.c. Meteor Twin, s/frm, spgr.	£139
R. Enfield, '56, 500 c.c. Bullet, s/frm, clean ..	£139
A.J.S., '54, 500 c.c. spring Twin, very clean ..	£135
B.S.A., '55, 350 c.c. B.31, s/frm, s/seat, very clean ..	£125
R. Enfield, '55 Regd, '56, 350 c.c. Bullet, v/clean ..	£125
B.S.A., '52, 650 c.c. Flash, spgr., d/seat, clean ..	£110
Greeves, '55, 250 c.c. Anzani Twin, s/frm, d/seat ..	£109
R. Enfield, '51, 500 c.c. J.2 & Maxstoke's adult ..	£109
Lambretta, '57, 150 c.c. Mod. 500 odd mils.	£99
James, '56, 197 c.c. K.7 Trials, s/frm, 4 spd., clean ..	£99
Ariel, '53, 500 c.c. Red Hunter Twin, spgr. d/seat ..	£95
B.S.A., '57, 150 c.c. Bantam Mir., s/frm, like new ..	£95
Matchless, '54, 500 c.c. G.80, spgr., d/seat, clean ..	£85
Vespa, '55, 500 c.c. very good cond., smart ..	£85
Excelsior, '57, 150 c.c. Condes, spgr., screen ..	£75
F. Barnett, '54, 197 c.c. Falcon 67, good cond.	£75
B.S.A., '50, 350 c.c. B.31, spgr., d/seat, very clean ..	£75
Norman, '56, 197 c.c. Trials, 4 spd., good runner ..	£75
D.O.T., '54, 197 c.c. Trials, s/frm, 4 spd., good cond.	£75
Excelsior, '53, 250 c.c. Talisman Twin, d/seat ..	£50
Triumph, '39, T.100 modernised tele., s/hub etc.	£49
Tandon, '54, 197 c.c. spgr., d/seat, good order ..	£45
N.S.U., '55, Quickly, extras, good condition	£29

Easy Ride-away H.P. terms
Postal Specialists Exchanges

E. S. MOTORS LTD.
325 High Road, Chiswick, London, W.4

AUSTIN

COMERFORDS for new Austin A35s and vans, motor cycles and three-wheelers taken in part exchange.—Portsmouth Rd., Thames Ditton. Emb. 5531.

[C1006]

BERKELEY

GLANFIELD LAWRENCE (HIGHBURY), Ltd., distributor N. & E. London; immediate delivery from 28-32, Highbury Corner, N.S. Tel. Nor. 2791.

[C1191/R]

B.M.W. ISETTA

CLAUDE RYE, Ltd., for your new B.M.W. Isetta, immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., B.W.6. Renown 6174. [C1105/R]

WITBYS OF ACTON—Immediate delivery new W. Isetta; h.p. exchanges.—273, Acton Vale, London, W.3. Tel. 5355. [C1128/R]

GLANFIELD LAWRENCE (HIGHBURY), Ltd.

immediate delivery from 28-32, Highbury Corner, London N.S. Tel. Nor. 2791. [C1191/R]

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. motos.—Willen 4869/3934.

GODFREYS, Ltd., immediate delivery Isetta Runabouts; demonstration; terms, exchanges, all depots, including Leytonstone.—See display advertisement.

1957 British B.M.W. Isetta, r.h. drive, under 1,000 miles; £569.—Guy Salmon Autobrokers, Portsmouth Rd., Thames Ditton. Emb. 5551. [O462]

BOND MINICAR

ROWLAND SMITH'S for Bond. NEW models in stock.

215 gns.—Bond Minicar, late 1955, de luxe Family, electric starter, £26 overhaul; terms, exchanges.—Rowland Smith, below.

175 gns.—Bond Minicar, 1954, 2-seater, spare wheel, 175 choice of 3 Bonds; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1144]

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

ALL new models in choice of colours for immediate delivery; also a large selection of reconditioned used Bonds. BOND SERVICE AND SPARES DEPT., Kilburn Bridge, N.W.6. Maids Vale 6044. Open 9-7 (Sats. 9-8). [C1130/R]

1955 Family de luxe, starter, s/wheel (2); from £210.

WHITTAKERS MOTOR STORES, Ltd., 19, Cookson St., Blackpool. Tel. 24828.

BEST selection, best exchanges, best terms; best buy your new or used Bond Minicar now from NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, N.W.3. Tel. 2252. [C1039]

£239 10.-1957 Bond Standard 2-seater, 4,000 miles, guaranteed.—Godfrey's, Croydon 3641. [C1052]

BIRMINGHAM Distributors—County Cycle & Motor Co. 265-6. Bond S. T. Exchanges welcomed; all spares.

1957 Bond red 2-seater de luxe, elec. starter, fitted cover, spare wheel; £249.—1, Carrick Way, St. Mawes. Tel. 328. [C1057]

£179 10.-1954 Bond Standard 2-seater, in very nice condition, guaranteed.—Godfrey's, Croydon 3641. [C1052]

GODFREY'S, Ltd., for Bond Minicar three-wheelers at all depots, including Brushwood Corner, Leytonstone, E.11. See display advert.

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne.

[C1076/R]

KENBOURNE MOTORS, Bournemouth, 3-wheeler distributor, models from stock, part-ex. welcome. Winter 1802.

CLAUDE RYE, Ltd., for your new Bond Minicar; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

MARK E Bond, very latest 1956 model, immediate delivery; exchanges welcomed, cars, motor cycles, 3-wheelers.—Badger Garages, Blandford, Dorset. Tel. 615.

BOND Sept. 1957, family de luxe, mileage 950, bumper, bonnet motif, spare, tailored waterproof cover, jack; cost over £360; sacrifice, £300, as new. Tel. Vig. 3151. [C1168]

£149 10.-Bond Minicar, 1954, 2-seater, smart, '55 bumper, bonnet motif, spare, tailored waterproof cover, jack; cost over £360; sacrifice, £300, as new. Tel. Vig. 3151. [C1019]

HUMMING BIRD MOTOR CYCLES, Hertfordshire 5-wheeler specialists for you, new Bonds, immediate delivery Mark D and Mark E; easy terms and part exchanges.—39, London Rd., St. Albans. Tel. 54474. [C1045]

BOND MINICARS.—Immediate delivery all models; price from £276/13/2; h.p. terms, insurance facilities arranged.—Write or call at Jaguar House, Blackpool Rd., Preston, N.W. Distributors, Tel. 86661. [C2070/R]

TWO STROKES Ltd.

New Stock:—A.C., Bond, Coronet, Corine, Heinkel, Isotta, Messerschmitt, Reliant, Unic, Come and see the new BOND—Mark E

USED GUARANTEED CARS

1957 A.C. PETITE, choice of 3 from

1957 A.C. PETITE, green

1957 BERKELEY, like new, red

1957 BOND, choice of 3 from

1957 BOND 2-seater de luxe, very good car

1957 BOND 2-seater, many extras

1957 BOND 2-seater de luxe, choice of 6 from

1957 BOND de luxe, Hard Top, numerous extras

1957 BOND family Standard, first class, ch. of 2

1957 BOND family de luxe, heater, very smart

1957 BOND 2-seater Standard, immaculate

1957 BOND 2-seater, one owner, table

1957 BOND family de luxe, one owner

1957 BOND 2-seater de luxe, under 1,100 miles

1957 BOND 2-seater de luxe, B.R.G.

1957 GORDON, in beautiful condition

1957 HEINKEL, summer blue

1957 HEINKEL, under 7,000 miles

1957 ISSETTA (Dec.), smart beige

1957 ISSETTA, choice of 5 from

1957 POWERDRIVE, sparkling

Best Hire Purchase. Motor Cycles, Scooters and Cars in part Exchange. Demonstrations without obligation.

STANMORE (Bakerloo Line) MIDD

Phone GRIMSDYKE 1166/67

OPEN WEEKDAYS 9-6 SAT. 9-7 SUN. 9-8

Service and all Spares

CORNWALL RD. HATCH END MIDD.

W.DAYS 9-6 Ph. HATCH END 1985 SUN.

COWIES

The B.S.A. Specialists

ALL 1958 MODELS IN STOCK IMMEDIATE DELIVERY

FACTORY TRAINED MECHANICS
ENSURE YOU GET REAL
AFTER-SALES SERVICE

Agents For . . .

FORD & STANDARD CARS

Motorcycles welcomed in Part Exchange

900

SELECTED USED MACHINES ALWAYS IN STOCK

THE LARGEST SELECTION OF COMBINATIONS, THREE-WHEELERS, SCOOTERS IN THE NORTH OF ENGLAND

WE GUARANTEE YOU A GOOD DEAL AT

COWIES

MILLFIELD SUnderland

Depots at
NEWCASTLE-STOCKTON-DURHAM

GREATEST Show of VINCENTS in the World

SOLOS	Cash Price
1955 VINCENT Black Prince, streamline model, 12,000 miles	£329
1956 VINCENT Black Knight, streamline model, 7,000 miles only, 1 owner. Choice of 2	£319
1955 VINCENT Rapide "D" Sports, Shadow pistons and carbs., very quick	£289
1955 VINCENT Rapide "D," low mileage, smart machine	£269
1953 VINCENT Black Shadow "C," Avon Fairing, Choice of 2	£239
1954 VINCENT Rapide "C" Black Shadow, speedo., tank cover, etc.	£239
1953 VINCENT Rapide "C," showroom cond.	£219
1951 VINCENT Black Shadow "C," Choice 2	£179
1952 VINCENT Rapide "C," good all round condition	£179
1950 VINCENT Rapide "C," Avon Fairing, sidecar gear	£169
1951 VINCENT Rapide "C" Touring model, ideal sidecar machine	£169
1954 VINCENT Comet "C," Avon Fairing, crash bar, etc.	£169
1953 VINCENT Comet "C," low mileage	£159
1952 VINCENT Comet "C," Choice of 3	£129
1948 VINCENT Rapide "B," Avon Fairing, sidecar specification	£119
1951 VINCENT Comet "C," Choice of 2	£99
1950 VINCENT Comet "C," 1 only. Real snip	£89

COMBINATIONS

1952 VINCENT White Shadow "C," with Canterbury Carmobile large two-seater s/c.	£249
1951 VINCENT Rapide "C," with Steib S500 Sports sidecar, many extras. A real showpiece.	£239
1948 VINCENT Rapide "B," with Blackwell Derby single-seater saloon sidecar, smart...	£149
1950 VINCENT Meteor, 500 c.c., with Avon Sports sidecar	£109

Also a good selection of Sidecars with Vincent fittings.

H.P. Terms Available

Exchanges welcome.
Any make of motorcycle or car

Stockists for AUSTIN, FORD and MORRIS Cars

at your service

CONWAY MOTORS

299-309, GOLDHAWK RD.
SHEPHERDS BUSH. W.12.
TEL: (SALES) RIV. 4872-3 - (SPARES) RIV. 5725

THE MOTOR CYCLE

BOND MINICAR

GLANFIELD LAWRENCE (Finchley) for immediate delivery of new Bond Mk. E, also 1956 Bond Standard 2-door, 1100 c.c., blue, chrome, bronze, perfect condition; £199. Tel. P-terms and Pt. Exchange. -407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms—Loxham's Garages, Ltd., Motor Cycle Dept., Fishergate, Preston. Tel. 4242. [C1023/R]

BOND MINICAR WANTED

GEORGE CLARKE pay most—278, Brixton Hill, S.W.2. Tulis Hill 3211. [W1019]

R OWLAND SMITH'S, the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham 6041. [W1019]

BOND Mini wanted: cash or exchanges—Ron McKenzie, 961, Chester Rd., Manchester, Longford 2100. [W1086]

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.6. Tel. Swiss Cottage 2460. [C1008/R]

WATKINSON MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities—Stockwell Rd., S.W.9. Bri. 2833. [C1174/R]

LONGSTAFFS offer immediate delivery of the Coronet aero-dynamic sports three-wheeler: £449/15/6; including P.T.; h.p. and part exchanges welcomed—Longstaffs, 108, High Rd., Woodford, E.18. Buckhurst 6369. Also at 68, New Rd., Edmonton, N.S. Edmonton 6163. [C1079]

GOGGOMOBIL

SOLE concessionaires for U.K.—Goggomobil, Ltd., 93, 95, Old Brompton Rd., S.W.7. Knl. 7705-6-7-8. [C1011]

CLAUDE RYE for your new Goggomobil; immediate delivery, exchanges welcomed; terms—George Clarke Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [C1019]

HEINKEL

GODFREYS, Ltd., for Heinkel 3-wheeler at all depots including Bushwood Corner, E.11. See display advts. [C1052/R]

COMERFORDS for Heinkel new and second-hand.—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles—h.p. terms—Willesden 4869/5934. [C1103]

WHITBYS OF ACTON—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms—Acton Vale, London, W.3. She. 5355. [C1028]

CLAUDE RYE, Ltd., for your new Heinkel; immediate delivery; terms, exchanges welcomed—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel—278, Brixton Hill, S.W.2. Tel. 3211. [W1019]

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled—899, Fulham Rd., S.W.6. Renown 6174. [W1105/R]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 80, George St., London, W.1. Hunter 0609. [C0022/R]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advt. [C1007/R]

COMERFORDS for Messerschmitts, new and second-hand—Portsmouth Rd., Thames Ditton, Emb. 5531. [C1006]

CLAUDE RYE, Ltd., for your new Messerschmitt; immediate delivery; terms, exchanges welcomed—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/R]

TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange prices, guarantee and service—Salisbury Rd., Totton, Hants. Totton 3611. [C021/R]

MESSERSCHMITT SPARE PARTS

PRIDE & CLARKE stock spares, quotations any part by return post, c.o.d.; easy payments, trade supplied—Stockwell Rd., S.W.9. Bri. 6251. [S1098/R]

MORGAN

SLOCOMBES, Ltd.—1937 super sports 990cc, ohv, twin 2-seater, blue and chrome, and very nice too—£165 or h.p.; part exchange welcomed—Willesden 4869/5934. [C1103]

MORGAN SPARE PARTS

MORGANS—All available spares in stock—F. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Tel. 0570. [C0445/R]

POWERDRIVE

£255—Powerdrive 1957 322 Anzani twin, blue; bargain; terms, exchanges—George Clarke Motors, 276, Brixton Hill, S.W.2. Tel. 3211. [C1019]

265 gns.—Powerdrive 1957 322cc twin Anzani 2/3-seater, electric starter, heater, one careful owner; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Ham 6041. [C1114]

JORDANS OF HULL

THE POSTAL SPECIALISTS



We can't promise you'll be able to balance your girl on the pillion or the tank—but we do know our terms will help you balance your budget!

★ HIGHEST ALLOWANCES IN PART EXCHANGE (we will take your camera, too)

★ NO PAYMENTS DURING UNEMPLOYMENT, SICKNESS, ETC.

★ IMMEDIATE DELIVERY

★ 24 MONTHS TO PAY

POST COUPON NOW FOR DETAILS OF A

REAL MAN TO MAN DEAL

NO FUSS REFERENCES GUARANTORS



I require a

(A)

CAR

SCOOTER

MOTORCYCLE

THREE-WHEELER

and have a...

Please send FREE Bargain Lists and details of "THE EAST JORDAN WAY"

NAME

ADDRESS

JORDANS, STORY STREET, HULL

Telephone: 16131 Open all day Saturday

GEORGE GROSE LTD.

Unusual services and repairs. Hire Purchase, Part Exchange. Fully guaranteed used models. Tax and insurance included in terms. New motor cycles and scooters in stock.

SECONDHAND SELECTION SCOOTERS & MOPEDS

'52 MINI MOTOB	on cycle	£8 10
'50 BOW Autocycle		£10 10
'50 NEU Quickly, 49 c.c.		£10 10
'51 VESPA 125 c.c. Scooter. Snip		£10 10
'52 MERCURY Herms 49 c.c. Scooter. Bargain		£45 0
'52 LAMBRETTA LD 150 c.c. Vespa. Perfect		£29 9
'52 ITALIA 50 c.c. Moped. Perfect		£29 9
'52 WAZO 150 c.c. 2-spd. Villiers Scooter. As new		£29 9
'52 PIATTI 125 c.c. Scooter		£29 9
'52 LAMBRETTA 125 c.c. Bargain		£29 9
'52 LAMBRETTA LD 150 c.c. Many extras		£29 9
'52 VESPA 125 c.c. Choice of 2		£29 9
'52 VESPA 125 c.c. 4-spd. Super		£10 9
'52 ADLER 98 c.c. 4-spdr. Scooter		£10 9
'52 FIATI 125 c.c. Scooter. As new		£10 9
'52 ADLER 98 c.c. 4-spdr. Scooter. Superb		£21 0
'52 LAMBRETTA TV 175, many extras, 70 miles		£21 0
MOTORCYCLES & COMBINATIONS		
'49 ROYAL ENFIELD J2 500 c.c. Sump		£49 10
'49 R.S.A. 8.31, 350 c.c. O.H.V.		£55 0
'50 BSA 160 c.c. Twin Boxer. Bargain		£25 0
'50 INDIAN Brave 250 c.c. O.V. Perfect		£27 5
'52 F.BARNETT Plover 150 c.c. Avon, scrn. Super		£29 9
'52 BSA D/1 125 c.c. and box s/cars. Snip		£29 9
'52 BSA Gold Flash 650 c.c. Twin s/cars gears		£119 10

CAMPING EQUIPMENT

TENTS,
SLEEPING
BAGS,
STOVES,
ETC.



H.P.
TERMS
AVAILABLE
ON ALL
GOODS

CALL OR WRITE FOR LISTS

832/4, HIGH RD., N. FINCHLEY, N.12
Hours 9.30-8 p.m. Thurs. 1 p.m.
City showrooms—
LUDGATE CIRCUS, E.C.4. CEN. 5561.

Norton SPARES

BY
POST FROM

H.L. DANIELL

(WINNER of the 1938, 1947 & 1949 SENIOR T.T.'S)

THE OFFICIAL
DISTRIBUTOR
DIRECT TO
YOU

24 Hour
C.O.D. Service for all
post-war and most pre-war

machines. Call, phone (FOR 5895)
or write for reply paid order card to
H. L. Daniell at—

**63b & 65 DARTMOUTH RD.
FORESTHILL, LONDON, S.E.23**

RELIANT REGAL

GLENFIELD LAWRENCE OF FINCHLEY.

SEE the amazing Reliant Regal Mk. III, immediate delivery of coupe and hard top saloon, in choice of colours; h.p. terms available; your motor cycle, 3-wheeler or car accepted in part exchange; immediate insurance cover.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1044]

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1052/R]

SLOCOMBES, Ltd.—New and used models often available; part exchanges cars or motor cycles; h.p. terms—Willesden 4869-5934. [C1053]

£289/10—Reliant Regal '55 4-seater, smart; 276, Brixton Hill, S.W.2. Tel. 3211. [C1049]

CLADE RYE, Ltd., for your new Reliant; instant h.p. exchanges.—275-9, High St., Acton, W.3. Tel. S.W.6 Renown 6174. [C1050/R]

GEORE CLARKE for your 1958 Reliant; instant h.p. exchanges.—275-9, High St., Acton, W.3. Tel. Acorn 6543. [C1048]

GLENFIELD LAWRENCE (Finchley), offer 1957 Reliant Regal coupe Mk. III, bue, red vinyl hood, excellent condition; £389, H.P. terms, and PT. EX.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1047]

HUMMING BIRD MOTOR CYCLES, Hertfordshire's leading distributors for Reliant Regal hardtops or coupe, car comfort at motor cycle cost; easy terms and part exchanges; Reliant sales, service and spares; demonstrations anywhere.—38, London Rd., St. Albans. Tel. 54474. [C1046]

GLENFIELD LAWRENCE (HIGHBURY), Ltd., sole distributors for London for the Reliant Regal Mk. III, the car on 3 wheels. See it in its up-to-date form! Streamlined roomier, more comfortable, better performance, synchromesh gear box (reverse optional). Choice of colours; immediate hire purchase part exchanges welcomed; Reliant sales, service, spares. Write, phone or call for illustrated catalogue. See you at the showrooms.

GLENFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Tel. 2791. (Showrooms open 9-6 p.m. daily. Monday to Saturday.) [C1139/R]

RELIANT REGAL WANTED

GEORE CLARKE pay most.—278, Brixton Hill, S.W.2. Tel. 3211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers—Hampstead High St., London, N.W.3. Ham 6041. [W1114/R]

GLENFIELD LAWRENCE (Finchley) require late Reliant hardtops and coupes, existing H.P. accounts settled.—407-419, High Rd., N.12. Tel. Finchley 0091-5. [C1144]

RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers: we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities, stores open 9 a.m. to 6 p.m., Monday to Saturday; Glenfield Lawrence (Highbury), Reliant House, 28-32, Highbury Corner, N.5. Tel. 2791. [S1191/R]

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham 6041. [W1114/R]

EXCHANGE AND WANTED

CONWAY MOTORS urgently require late motor cycles—301, Goldhawk Rd., W.12. Tel. Nos. (Sales) Riv. 4821-3. Spares Riv. 5725. [W1021/R]

PUTNEY AUTOS purchase good post-war machines; immediate cash payment; h.p. accounts settled.—263, Putney Bridge Rd., S.W.15. Tel. Putney 1186. [W1138/R]

PINKS are keen buyers of all modern machines; really good prices paid for all models in really good condition; h.p. accounts settled; call or tel. without delay. [W1099]

PINKS OF HARROW pay the best prices for the best machines.—Statin Rd., Harrow. Tel. 004-4. [W1099]

MOTOCYCLES urgently wanted for cash, any make, age or condition; highest prices paid for modern machines; settled.—303, Dulwich (Merton), London Forest Rd., London, E.17. Larwood 1521. [W1050/R]

CLADE RYE, Ltd., good clean machines urgently required. Highest possible prices paid in cash on the spot! H.P. accounts settled. If you cannot call, write for labels. We pay carriage.—895-921, Fulham Road, S.W.6. Renown 6174. [W1057/R]

WHITSHYS urgently want 350 good, clean, post-war solos, combinations and scooters, immediate spot cash paid. If you're a dealer, if you're a peasant we want to see send full details, come along and get the highest price with out any fuss. Whitshys of Acton, Ltd., 273, Acton Vale, London, W.3. She. 5355. [W1128]

G. K. RAE.—If you wish to sell remember that we will definitely pay within 30/- of the full market value for all good modern motor cycles, combinations and scooters offered; h.p. accounts settled and balance paid in cash. If you're really mean business and wish to raise the highest possible price for your machine quickly and without fuss it will pay you to call me or write and get our offer; established over 35 years and known for courtesy and honest dealing. "Ask your Dad."

G. K. RAE, 3, Great West Rd., Chiswick, W.4. Tel. Chiswick 2421. (Beginning at Great West Rd.) [W1107/R]

PUTNEY AUTOS LTD.

Established 1919, the firm you can rely on.

This week's Special Bargains—

1957 ARIEL Fieldmaster 500 Twin, absolutely as new	\$10
1957 DOUGLAS Dragonfly 350 Twin	\$10
1955 H.N.U. Max, blue, 250 c.c.	\$10
1956 ARIEL VH Red Hunter, 500 O.H.V.	\$10
1954 VELOCETTE MAC, 350 O.H.V.	\$10
1952 A.J.S. 18S, 500 O.H.V., s/arm	\$10
1953 B.S.A. B31	\$10

LIGHTWEIGHTS

1957 TRIUMPH Tiger Cub, immaculate	\$10
1956 TRIUMPH Tiger Cub	\$10
1955 TRIUMPH Tiger Cub	\$10
1956 B.S.A. C10L, 250 c.c., springer	\$10
1955 B.S.A. Bantam Major 150, springer	\$10
1956 LAMBRETTA LD 150, extras	\$10
1960 BELLA, 200 c.c., blue, self-starter	\$10
1955 LAMBRETTA LD, 150, very clean	\$10

also most models of new B.S.A., ARIEL, AJS,
MATCHLESS, LAMBRETTA, DIANA.

IMMEDIATE DELIVERY, TERMS, EXCHANGES

P
UTNEY
AUTOS LIMITED
ESTD. 1919
257-263, PUTNEY BRIDGE ROAD, SW.15
PHONE: SALES-PUT.1186-7 SPARES-PUT.6887
Phone: Putney 1186-7 (E.C., Thurs. 1.0 p.m.)



OF YOUR

HOLIDAY LIST

should be deciding which of the following machines meet with your requirements. Take your choice from :—

**A.J.S. • AMBASSADOR • ARIEL
B.S.A. • BELLA • JAMES
LAMBRETTA • MATCHLESS
N.S.U. • TRIUMPH**

Call, write or phone. Personal attention always

ALLAN JEFFERIES

120, SALTAIRE ROAD, SHIPLEY
Tel.: SHIPLEY 54271

HAVE YOU TRIED
A

Bond MINICAR

ANY WEATHER YOU CAN TRAVEL IN COMFORT

The latest models offer Luxurious Motoring all the year round at less than 1½d. per mile.
• 10-90 m.p.g.
• 40-50 m.p.h.
• Two large doors for ease of entry.
• Wrap-round windscreens giving outstanding visibility.
• Adjustable seats.
• Simplest possible maintenance.
• All wheels interchangeable.
• Steering lock 180°.
• Full weather protection.
• Bonded Rubber Suspension
(Pioneered by the Minicar)

**YOU CAN NOW CONTRACT
HIRE A MARK D BOND MINICAR
for £2 per week. Minimum period of
12 months.**

Write now for illustrated brochure OR better still visit our Showrooms and try one for yourself without any obligation.

Prices: Mark D from £279 5 0
Mark E from £379 13 9

Confidential Hire Purchase Terms
1/3rd deposit secures immediate delivery

**NO GUARANTORS
NO ENQUIRIES
NO FUSS**

Exchanges Welcomed at the Home of Bond Minicars.

LOXHAMS
MOTOR CYCLE HOUSE

FISHERGATE, PRESTON

Tel: PRESTON 4242

also

SUDELL CROSS, BLACKBURN
Tel.: BLAKEWATER 42259

THE MOTOR CYCLE

AUTOCYCLES, CYCLEMOTORS, ETC.

KREIDLER SPARE PARTS

PRIDE & CLARKE.—New Kreidler spares; quotations any part by return post; c.o.d.; easy payments.—Stockwell Rd., S.W.9. Tel. 6251. [S1098/R]

MINIMOTORS

MINIMOTORS and all spares per return of post.—Blays of Twickenham, Ltd., 192, Heath Rd., Twickenham. [1036/R]

MOBYLETTE AUTOCYCLES

PRIDE & CLARKE.—New Mobylette spares; quotations any part by return post; c.o.d.; easy payment.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R]

N.S.U. QUICKLY

GIFTS OF SOUTH HARROW for N.S.U. Quickly terms, exchanges.—Byron 2484. [C1053/R]
1955 N.S.U. Quickly, 49cc, 940 miles; £35.—70, Prebend Gdns., W.6. Riv. 5497. [T754]

WHITBREYS OF ACTON for Quickly and all other mopeds.—273, Acton Vale, London, W.3. She. 5355. [C1128]
1957 de luxe Quickly, V.G. cond.; £45.—T. Chapman, Longmeadow, Hamm Court, Webridge, (Wey). 2657. [T753]

HUMPHREYS.—North London distributors for N.S.U. Quickly; full range of Quickly spares and accessories available, counter or c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. [C1058/R]

RAYNAL AUTOCYCLE SPARE PARTS

OFFICIAL spares and service depot (home and export).—2, Ruislip Rd., Greenford. Waxlow 3255.

VICTORIA NICKY SPARE PARTS

PALMERS for Victoria Nicky spares and service.—81, Stanley Rd., Teddington. Molesey 1646. [S1003]

ZUNDAPP COMBINETTE

GIFTS OF SOUTH HARROW.—Immediate delivery part exchanges welcome.—368, Northolt Rd., Byr. 2484. [C1055/R]

AUTOCYCLE SPARE PARTS

KAYS OF EALING, Ltd., Autocycles spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Tel. 2367. [S1075/R]

SIDECARSPARTS

RAYMOND WAY OF KILBURN.

FOR your new sidecar on hire purchase.

RAYMOND WAY, Willesden Lane, Kilburn, N.W.8. Maida Vale 6044. Open 9-7, Sat. 9-6. [M1130/R]

CHITHAM & DAVIS, Ltd., offer:—

£42/10.- Jet 80 sports s/c in superb condition, finished in silver and blue; terms, exchanges.—44, High St., Eltham, S.E.9. Eltham 6784. [T7563]

DAWSONS for best and cheapest used sidecars.

WATSONIAN 1957 Eton on LX, like new; £36.

CANTERBURY 1957 Carmobile 3-seater, as new; £98.

WATSONIAN Avon on VG21 in blue; £30.

SWALLOW 1955 c/a on Velvet; £48.

BLACKNELL 1954 Sherwood on safety; £45.

WATSONIAN 1954 Windsor on LX, nice; £27.

ANY of the above supplied on one-third deposit, balance 18 months.

WRATE for lists.—Dawsons Motors, Shakespeare St., Nottingham. Tel. 41181. [M1029]

WEST LONDON SIDECARS offer the following used sidecars.

1954 Jet Baby Jet 80; £55.

1957 Canterbury Victor on VG21 chassis; £85.

1958 Watsonian 1/Maxstoke, on Kwikfit chassis; £69/10.

ONE or two cheap sidecars for callers only.

H.P. terms and exchanges.

436, Uxbridge Rd., W.12. She. 1121. [M1133]

GODFREYS, Ltd., for all popular sidecars, all depots. See display advert. [M1052/R]

WATSONIAN Avon on VG21, exceptional condition; £62/10.

GARRARD c/adult saloon; £30.

1957 (Nov.) Busmar Devon (on VG21 chassis); £75.

WHITTAKERS MOTOR STORES, Ltd., 19, Cookson St., Blackpool. Tel. 24828. [M1139]

OF COURSE...
IT'S

**Taylor
Matternson
Ltd.**

COMBINATIONS

Have a comfortable and safe ride this Summer on a sidecar outfit

We have a very fine selection all in tip-top condition. Each has been carefully checked in our workshops and carries our 3 months' guarantee. Part exchange and H.P. welcomed. On-the-spot Insurance. Immediate delivery.

The following are just a few:

1954 ARIEL 500 c.c. O.H.V., s/arm springer, fitted Watsonian Avon in matching colours.	\$165
1950 ARIEL 600 c.c., S.V., V.B., fitted nice c/adult sidecar; a sound outfit and cheap buy choice of 2 at £165.	\$99
1955 ARIEL 600 c.c. Twin, springer, fitted B.A. single seater c/adult sidecar; white paint in matching beige.	\$219
1952 TRIUMPH 500 c.c. Speed Twin, sprung hub, fitted Watsonian Avon Sports sidecar in matching colours.	\$159
1952 A.R.A. 600 c.c. M21, fitted c/adult sidecar; this outfit is really 1st class condition with good looks and mechanically excellent.	\$129
1952 ARIEL 1,000 c.c. 4 springer, recent engine overhaul including rebores, not yet run in. Fitted with almost new B.S. sidecar.	\$179
1950 ARIEL 600 c.c. O.H.V. ES2, s/arm spr. fitted matching yellow Twin full-door sidecar; 1 owner. Supplied new by us.	\$215
1946 (regd.) TRIUMPH 500 c.c. S.V. and sidecar; a cheap outfit that runs well.	\$35
1937 A.J.B. 990 c.c. S.V. Big Twin, fitted large Watsonian sidecar.	\$45
1935 ARIEL 500 c.c. V. Twin, fitted Watsonian Commercial box sidecar, very attractive little outfit.	\$75
1953 B.S.A. M.32 500 c.c. O.H.V. springer, the special sidecar model, fitted very smart matching c/adult sidecar.	\$195
1954 ARIEL 500 c.c. O.H.V. ES2, farm type, fitted Watsonian sidecar full down, allows access sidecar with rear wheel brake.	\$170
1951 NORTON 600 c.c. S.V. in really first-class condition and fitted late Watsonian c/adult Maxstoke sidecar.	\$130
1954 B.S.A. 600 c.c. M21 S.V., fitted large Trinder d/dark sidecar, finished black and ivory; an ideal family outfit for 2.	\$149
1949 ARIEL 500 c.c. O.H.V. Red Hunter springer, fitted large c/adult sidecar, excellent value at £165.	\$95
1951 B.S.A. 650 c.c. A10 Gold Flash spr., fitted Watsonian sidecar, matching black.	\$149
1948 B.S.A. 500 c.c. twin, fitted S/S Watsonian sidecar in matching maroon.	\$90
1955 ARIEL 500 c.c. S.V., V.B. fitted new Canterbury chassis and C/A body in matching maroon.	\$189
1947 B.S.A. 500 c.c. S.V. M20, and C/A sidecar, an excellent outfit.	\$90
1954 B.S.A. 650 c.c. A10, twin springs, fitted Canterbury chassis and new C/A body in matching black.	\$210

We also have over 200 New and Guaranteed Used Solos in stock. Write, phone or call with details of your needs—we can supply you.

81-BEDFORD HILL
BALHAM, S.W.12, Tel: BALham 4201/2

**TYRES
ON
EASY
TERMS**

DEPOSIT
FROM 5/6
IN STOCK

POST
3/6

**ALL AVON-DUNLOP-GOODYEAR
MAKES FIRESTONE-MICHELIN**

Sizes	Dep.	Cash Price	Sizes	Dep.	Cash Price
350 x 8	5/6	£2 11 0	400x 8	8/6	£3 4 6
250 x 19	5/6	£2 19 6	325x19	10/4	£4 1 3
275 x 19	8/6	£2 4 6	325x20	10/4	£4 1 3
300 x 19	9/7	£2 13 6	350x19	11/8	£2 14 0
300 x 20	9/7	£2 13 6			
300 x 21	9/7	£2 13 6			
325 x 18	9/9	£2 18 0			

1/8th Deposit Secures Delivery
Write for Proposal Form
Post & Pkg. 3/6

ALL OTHER SIZES SUPPLIED ON EASY TERMS ALSO CAR TYRES



NEW BARUM TYRES

WELL-KNOWN EUROPEAN MANUFACTURER

275 x 19	47/6	350 x 19	69/6
300 x 19	57/6	400 x 19	79/6
325 x 19	59/6	400 x 18	79/6
400 x 8	47/6	TUBES - 12/-	

P. & P. 3/6

SEND FOR FREE NEW ILLUSTRATED CATALOGUE
All Goods despatched "By Return" on Approval against Postal Order,
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON SW9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday

SIDECAR
PERCE RYE—Second-hand sidecar chassis.—2, Wards Ave., Fulham, S.W.6. Renown 6514. [M1199/R]

WHITBYS.—100 sidecars in stock fitted free; easy terms.—273, Acton Vale, London, W.3. She. 5355. [M1128/R]

WING SIDECARES.—Build your own sidecar and save £s. everything made easy for you; guaranteed lightest, strongest and largest 2-door saloon made.

WING SIDECARES.—For new 30-page price list with practical hints and tips: everything from plans to paint frames, beadings, windows, celluloid, leather, hooding, trimmings, fittings, etc. send 10/- and stamp.—Wing Sidecars, 195, High St., West Wickham, Kent. [M1132/R]

RON MCKENZIE, 961, Chester Rd., Streatham, Manchester; all types bought and sold; exchanges and terms. [M1086]

MUNDAYS, London leading sidecar specialists and rider agents for Watsonian, Swallow, Canterbury, Raven, Streamline, Blackwell and Wessex sidecars.

MUNDAYS for second-hands, personal callers only: Maxstoke body, £7/10; Albany body, £12/10;

MUNDAYS—Various others arriving daily, all fitted free; cash or h.p.—124, Dalberg Rd., Brixton, S.W.2. Bri. 5365. [M1107/R]

PRIDE & CLARKE.—100 new sidecars; large selection used bargains, see display advertisement on page 59.—156, Stockwell Rd., S.W.9. Brixton 6251. [M1086]

NEW Canterbury Swallow and Watsonian in stock, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hams. 6041. [M1114/R]

COMERFORDS for sidecars.—Very large selection of second-hand models from £20; all new models in stock including Maxstoke, Watsonian, Swallow, Canterbury, Blackwell, Garrard, Surrey, Wessex.—Portsmouth Rd., Thames Ditton, Emb. 5531. [M1006]

LONDON SIDECARES.—The 100% specialists. We haven't 200, nor anything else. Available: Busmar, Maxstoke, Avon, V.G. chassis, Rankin, Streamline range Canterbury, Venom, Valiant Eagle, exchanges.

LONDON SIDECARES.—All sidecars fitted free by experts 30 years' experience, realignments and refitting.

LONDON SIDECARES.—A few used models for callers: Guards, wheel fittings, V.G. and Velvet bike kits £4/6. Brixton Hill, S.W.2. 9 to 6, Wed. Tel. 5631.

SLOCOMBE OF NEASDEN have a magnificent selection of new sidecars to match any model including Watsonian, Swan, B.S.A., Garrard, Canterbury, Blackwell, Surrey, etc. fitted free by experts; hire purchase terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 5355—8 lines. [M1115/R]

FISHERS OF ACTON.—Jet 80, good, £59/10, deposit £20, 12 months £3/14/2; Garrard S80 on Mark II chassis, £28/10, deposit £12/10, 12 months £2/10; 800, with chassis, £29/10, deposit £12/10, 12 months £2/0/10; child/adult Maxstoke with chassis £39/10, deposit £13/10, 12 months, £2/11/8; full-door Busmar child/adult, £29/10, deposit £10, 12 months £2/0/10; and many others; send for our free list.—46, Western Ave., N.W.3. Shepherds Bush 5007, 3 miles. Acton Underground. [M1005]

BLACKNELL

BLACKNELL.—Makers of the world renowned "Safety" chassis; see our luxurious range of "Comfort and Safety" sidecars at all leading dealers throughout the country.—Illustrated catalogue from Blacknell Sidecars, Ltd., Tidmarsh Factory, Alfred St., South Nottingham, Tel. 42183. [M0562/R]

BUSMAR

BUSMAR make for best family sidecars.—Write for free illustrated brochure to Busmar, Ltd., Field St., Blackpool. [M0105/R]

COMERFORDS, Surrey distributors for Busmar sidecars.—Delivery from stock, including Astral, Thame Ditton. Emberbrook 5531. [M1006]

CANTERBURY

CANTERBURY SIDECARES invite enquiries on their child adult and double adult models at Arundel Ave., South Ockenden, Romford, Essex. South Ockenden 2224 (7 lines). [M0320/R]

GARRARD

GARRARD SIDECARES.—Write for catalogue and details of the revolutionary swinging arm Grand Prix; £96/13/6 including tax; the greatest advance in sidecars design in 50 years.—78, Walmer Rd., London, W.10. Tel. Ladbrooke 1812. [M0315/R]

RANKIN

RANKIN SIDECARES, Ltd., Ash Rd., Saltley, Birmingham, 8.—Write for catalogues, etc. [M0520/R]

RAVEN

RAVEN sidecars; write for details of our inexpensive range of sidecars.—76, High St., Cheshunt, Herts. Waltham Cross 3080. [M0341/R]

THE MOTOR CYCLE

ACCESORIES

**AMAZING OFFER
MOTORCYCLE FAIRING**

**£5.19.6 CASH
OR 15/- DEPOSIT SECURES
DELIVERY AND 6 MONTHLY
PAYMENTS OF 19.6.**



A full-size fairing in tough fibre glass with sieved screen. Fits over existing headlamp without dismantling. Car. extra. Also in stock—Avon Fairings, etc.

SHEET CELLULOID



20 30 40
Tens. Thos. Tens.
15/6 18/6 11/6
27 35/6 11/3 16/6
36 24/6 11/1 16/6
54 24/6 16/6 22/6
Special transparent pliable non-crack windshield ageing material.
27 x 31ins. 12ft.

Post & Pkg. 2/19

PILLION SEATS



Sponge rubber interior, cover in strong, black, waterproof material with backrest as illustrated.....

Without backrest
Mudguard fitting only.
Post & Pkg. 2/19

NEW CHAIN



SAVE MONEY BY FITTING P. & C. CONTINENTAL GUARANTEED CHAIN AT MOST NORMAL PRICE.

1 x 8/16 5/9 per foot.
1 x 9/16 6/9 per foot.
1 x 10/16 7/9 per foot.

CUT TO ANY LENGTH REQUIRED.
Post & Pkg. 2/19



Tailor made in tubular steel to plunger or swinging arm models. Fair. State colour and make. Top carriers to fit 21". Post & Pkg. 5/6

AMAZING OFFER *

PANNIER FRAMES 22/6 per pair

With reinforced webbing on back and leather mountings. These are not converted packs but genuine pannier bags. Size 14 x 15 x 6in. Also heavy quality black, glossy P.V.C. Waterproof bag. 43/- per pair.

SILENCERS FROM 8/6



Post & Pkg. 3/-

VALVE LIFTERS 7/6 per pair

S.V. 5/- Post & Pkg. 1/-

FLEXIBLE EXHAUST TUBING 2/9 per pair

Black Enamelled..... 9/6
Heavy All Chrome..... 11/6
Extra Heavy All Chrome 13/6
with Detachable Baffle 11/6
2in. Diam. 12/6. All Chrome
Replacement silencers for Ariel, B.S.A., Triumph, A.M.C. Norton, etc. from 97/6 each.
Also for many British makes. Replacement silencers for Ariel, B.S.A., etc. Ask for details.
Post & Pkg. 2/10

Size 11-1/2in. fitting
Black Enamelled..... 9/6
Heavy All Chrome..... 11/6
Extra Heavy All Chrome 13/6
with Detachable Baffle 11/6
2in. Diam. 12/6. All Chrome
Replacement silencers for Ariel, B.S.A., Triumph, A.M.C. Norton, etc. from 97/6 each.
Also for many British makes. Replacement silencers for Ariel, B.S.A., etc. Ask for details.
Post & Pkg. 2/10

11-1/2" 3/- per ft.
11-1/2" 3/6 per ft.
up to 3/6 maximum for 6 ft.
All sizes are internal diameter.

OBTAI YOUR DUAL SEAT NOW FROM 1/8th DEPOSIT

SECURES DELIVERY

LYCETT DM 25 10 0
STANDARD with handrail 24 12 6
Low handrail 24 5 0
DULWICH MARK III 24 12 6
TEAMSTAR in black or maroon 24 9 11
Post & Pkg. 4/6

EASY TERMS

7/6 DEPOSIT & 6 MONTHLY PAYMENTS OF 9/10 SECURE GOODS VALUE £3. LARGE AMOUNTS PRO RATA.

SEND FOR FREE NEW ILLUSTRATED CATALOGUE All Goods despatched "By Return" on Approval against Postal Order, Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON SW9
Phone: BRI. 6251 • Grams: PRICLARKE, LONDON
Hours of Business: 9 a.m. to 6 p.m. Wednesday

17 APRIL 1958

(Supplement xxv) 57

THE MOTOR CYCLE

BUY-BY-POST

P. & C. FLYING JACKET

Luxurious Sheepskin Lining throughout with
Int. Stays Collar. Two Tone Grey and Black
or Black or Brown only. Belt fastening on
hips. Full zip front and 3 zip pockets, and
ticket pocket with press stud fastening.
REINFORCED SEAMS THROUGHOUT.
Size 34 to 44. Cash Price
Wool length.
Or £22.4 deposit and 6 monthly
payments of £29.6. Post & Pkg. 3/6

P. & C. ALASKA JACKET

Waterproof. R.A.P.
Wool or mohair
quilted gabardine
Gullwing lining.
Nylon for collar
Int. Zip front.
4 pockets. Sizes
34 to 44.
£23.15.0
9/4 deposit and
6 monthly pay-
ments of £2.4.

TEXAN JACKET

Waterproof. Black
P.V.C. with
white piping or all black.
★ High length.
★ Lance style
— zip front.
— zip pockets.
★ Zipper cuffs
inside straps.
★ Heavy quality Tartan wool
lining. Sizes 34-44.
£24.19.6
9/4 deposit and
6 monthly pay-
ments of £2.4.

A.G.V. GUARDIAN HELMET

This superbly styled Italian racing
helmet which conforms to the latest
B.S.I. 2001-55 specification has a
shell of composite materials and
there is a cork lining. Few cross-over
padding straps of over 2in. width
comprise the harness and are cemented
and sewn to the helmet which
is cushioned with memory plastic.
Available in sizes 54-60.
Height gloss
finishes in colours Black/White and
Black/Silver Blue. Luxurious quilted neck
cuff. Luxurious quilted neck curtain. **56.6**
Post & Packing 1/10.
Also Full Range of Other Makes of Helmets in Stock.

New SPARES BY RETURN

B.S.A. VILLIERS TRIUMPH
AMAL BURMAN ARIEL
SPARES SPECIALISTSAMAL "MONOBLOC"
CAR-BURETTOR363 - 80/-
375 - 85/-
376 - 80/-
389 - 95/-State full details
of machine when
ordering.
Post & Pkg. 2/5.

ALLOY MUDGUARDS

Front and rear
41 x 4in. **22/6**
DE LUXE DURALGUARDS
5in. complete with Stay Lugs.
Post & Pkg.
2/6 pair.

BURMAN GEARBOX SPARES

220 c.c. **28/6**
B.S.A. and most other
makes. P. & F. 1/9.
State size and send
postcard.

GEARBOX SPROCKETS

Morton 29/9
Burman 16/2
Burman 24/2
250 c.c. B.S.A. 10/6Most other makes
in stock. State make and model
when ordering. P. & F. 1/7.1/8IN. DEPOSIT AND
MONTHLY PAYMENTS

SEND FOR FREE NEW ILLUSTRATED CATALOGUE
All Goods despatched "By Return" on Approval against Postal Order,
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery

EASY TERMS

PRIDE & CLARKE LTD
158 STOCKWELL ROAD, LONDON, SW9
Phone: BRI. 6251. Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m.

STEIB.—World-famous sports sidecars incorporating
modern all-steel lightweight construction and
design features to suit all motor cycles.
S501, weight 176lb. £97/12/4, or with hydraulic
brake £112/11/9. S550, 156lb. £83/17/11 or
with brake £93/17/6. S650, 185lb. £88/17/8, or with
brake £100/2/3.

DELIVERY and fitting free in 4-5 weeks, including
matching colours.

SEND for price lists, h.p. terms and illustrated cata-
logues to sole importers, A.F.N., Ltd., Falcon Works,
London Rd., Isleworth, Middlesex (Hounslow 0011). Open
Sat. 9.30 a.m.-12.30 p.m. (sales only). [M1189/R]

STEIB

SEND for brochures.—Streamline Sidecars, Ltd.,
Rectory Lane, Loughton, Essex. Lou. 4339. [0225/R]

SURREY

SURREY SIDECARs for lightweights.—Station
Works, Coulson Surrey. Uplands 6752. [0627/R]

WATSONIAN

1958 Watsonian Avon, black, VG21 sprung chassis
with brake, swinging arm fittings, 250 miles.
£65.-170, Lower Clapton Rd., Hackney, E.5. [7509]

WATSONIAN SPARE PARTS

WEST LONDON MOTOR AGENCIES, Ltd.

We carry the largest stock of Watsonian spares in
West London.—456, Oxford Rd., W.12. Shc.
1121. [M1135]

BRAKPOOLS.—Large stockists of Watsonian and
Swallow spares, post orders given immediate attention.—228, Stanstead Rd., Forest Hill, S.E.3. For.
2585. [0503/R]

SIDECArs WANTED

MODERN sidecars urgently required.—146, Brixton
Hill, S.W.2. [0508/R]

SIDECArs SPARE PARTS

PRIDE & CLARKE.—Huge stock all makes: quo-
tations: c.o.d., easy payments.—158, Stockwell Rd.,
S.W.9. Brixton 6251. [C1098/R]

SIDECAr REPAIRS

RPAIR specialists to any make of sidecar.—Andre
Sidecars, 468, Andre St., E.8. Tel. Cl. 0438. [0125]

TRAILERS

TRAILERS designed for use with m/c comb. for
campers, etc.; booklet free; attractive easy terms.
Payne & Broughton (MC) Trailers, Newark. [0173]

SELF-RIDE HIRE

SCOOTERS for hire, self-ride hire from 18/- per day.
—Lambretta Hire Service, 221-237, The Broadway,
Wimbledon, S.W.19. Cherrywood 3241-2 & 32.
Munich Parade, Mitcham. Tel. 5141-2. [0104/R]

CLOTHING

S. LEWIS'S, 27, Carburton St., W.1. Pioneers of
racing and motor clothing; no connection with any
other firm.

CROWNS Carbunton crash helmets, latest T.T.
low-crown B.S.I. A.G.U. models are the finest
helmets made; we supply star riders all over the
world, including Geoff Duke and John Surtees; A/11/2,
6/8; A/11/2, 7/24; it pays to buy the best; buy
from local stockists who are unable to supply send
direct to us. Cromwell Nolls, 100, model B.S.I. 2001-56,
55/6; detachable peaks 6/- trade supplied.

RACING goggles, Junior Champion, 35/-; Senior,
64/6; ditto, curved safety glass, 25/6; No. 88, 24/8.
Suits, streamlined one-piece horsehide and
puddle; racing boots, zip front, 12/6-15/6; zip
front, 9/6; horsehide sizes, 23/4-1/2; children, 19/5-
27/6; lists free; Barbour suits, immediate delivery;
sheep's wool lined flying boots 25/5, short pattern 87/6;
lady's long pattern, £4/15.-S. Lewis of Carburton St.,
Euston 4793. [M1197]

CLAUDE RYE, Ltd.—Huge stocks of clothing, etc., at
keenest prices; hundreds of other bargains.—895-
921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

BALL BEARINGS

CLAUDE RYE, Ltd.—Ball, roller, wheel, big-end
bearings, etc.; largest stocks in England.—895-921,
Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

CABLE LUBRICATORS

KIRK CABLE LUBRICATORS.—Now obtainable, all
sizes, direct from works, Heathside Rd., Norwich.
[7369]

CARBURETTORS

CLAUDE RYE.—Amal, largest stocks in the country.—
899, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

COMFORDS.—Bing and Magura carburettor spares
and controls from stock; trade and retail; c.o.d.—
Portsmouth Rd., Thames Ditton. [M1006]

P & C

CLOTHING

P & C KANSAS
JACKET

Made from finest quality leather
with full zip front and belt.
2 large zip pockets, ticket pocket
with flap and press stud. Real
Beaver fur Collar and heavy quality
tartan wool lining. Will last a
lifetime.

£12.15.0

or 31/10 dep. 6 mthly. p'mts of
41/10. Post & Pkg. 3/6.

BUY
BY POST
ON
EASY TERMS



P & C CLUBMAN Suit

For Ladies' or Gent's
★ Guaranteed 100% Waterproof.
★ Black, non-crack Thorneide P.V.C.
★ Ladies', Royal Blue or Black.
★ Jacket zip fronted with 6in. storm-
flap.

* Ankle strap fastening.

★ Heavy black double texture twill.
★ Detachable Blanket lining.

★ Tummy pad, leg straps and flaps.
★ D.R. style press button skirt.
Sizes 34 to 44in.

CASH PRICE £5.19.6
or 14/10 dep., 6 mthly. p'mts of 19/-.
With detachable
quilted lining,
or 18/9 dep., 6 mthly. p'mts of 24/8.
Post & Pkg. 3/-.

P & C TROPHY Coat

Guaranteed 100% Waterproof.
★ Heavy black double texture twill.
★ Detachable Blanket lining.
★ Tummy pad, leg straps and flaps.
★ D.R. style press button skirt.
Sizes 34 to 44in.

CASH PRICE £7.19.6

or 19/10 dep., 6 mthly. p'mts of
26/3.

Post & Pkg. 3/11.



P & C SUPERSENIOR SUIT

★ Guaranteed 100% Waterproof.
★ Tough, supple grained black
Thorneide P.V.C.
★ Quilted-type lining throughout
including trousers.
★ Large storm collar.
Sizes 34 to 44in.

CASH PRICE £8.19.6
or 22/4 dep., 6 mthly. p'mts of 29/6.
Jackets 85/7/10. Trousers 83/17/6.
Post & Pkg. 3/11.

ALL ARMADRAKE AND BELSTAFF COATS AND SUITS
ON EASY TERMS.

ARMADRAKE
CASH Deposit Payments
VALIANT COAT 26 17 6 17/1 22 8
IRON DUKE SUIT 26 10 6 16/3 21 5
METEOR COAT 21 10 10 26 7 34 7

BELSTAFF
COMMANDO COAT 25 17 6 14/7 19 4
BLACK PRINCE SUIT 26 12 6 16/6 21 10
SUPERSENIOR COAT 410 18 28 10 35 4

Post & Pkg. 3/11.

SEND FOR FREE NEW ILLUSTRATED CATALOGUE

All Goods despatched "By Return" on Approval against Postal Order,
Cash or C.O.D. Order by Post Card or Phone and Pay on Delivery.

PRIDE & CLARKE LTD

158 STOCKWELL ROAD, LONDON, S.W.6

Phone: BRI. 6251. Grams: PRICLARKE, LONDON

Hours of Business: 9 a.m. to 6 p.m. Wednesdays 10 a.m.

THE MOTOR CYCLE

GEARS, ETC.

PERCE RYE.—Most makes of boxes in stock.—495 Fulham Rd., S.W.6. Fulham 5643. [M119/R]

ERIC KENNARD & Co., Albion and Burman stockists.—19, Station Rd., N.3. Finchley 3589. [0393/R]

CLAUDE RYE.—Stockists of Albions, B.S.A., Burman, Norton and Triumph gear box spares.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

RAPIDS.—10,000 Burman spares in stock. 1926-1958: exchange boxes and clutch plates.—269, Haydons Rd., Wimbledon, S.W.19. Cherrywood 3202-2. [M1162/R]

HIRE PURCHASE

HIRE-Purchase for private sales arranged promptly on post-war motor-cycles, scooters, cars; moderate charges and low interest rates; existing accounts settled.—Triad Motors, 5, Fulham High St., S.W.6. Renown 5759. [0083]

HOODS, SCREENS AND MUFFS

SOLOSCREENS, £3.15 ea., an accurate jig-built job. For spares, etc., write Beta Lamps, Carnmunkie, Glasgow. [0008]

"**P**ERSPEX" all thicknesses, for wind and side screen; cut to specification; delivery by return.—R. Denny & Co., Ltd., 13 & 15, Netherwood Rd., London, W.14. Shepherds Bush 1426-5152. [0311/R]

CLAUDE RYE, Ltd.—Hood material, heavy black double-texture waterproof twill, 72in wide, 19/6 per yd. post 1/- per yd.; green leather cloth, heavy quality, 50in wide, ideal for sidecar hoods. 7/6 yd. post and pks. 1/6 yd.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

PERSPEX, all thicknesses cut to size; Cobex non-flame rigid sheet, 54in×24in or 36in×36in in 30/1,000, 25/6, P. & P. 1/9; Velbex flexible sheet at reduced price, size 54in×24in×40 thou, 24/-, P. & P. 1/9; celluloid sheet stocked, lists free.—Bly's Plastics, Empire Arcade, Rear 370, Upper St., Angel, London, N.L. Callers 8.30-5.30, Sat. 1 p.m. Can. 5242. [0666/R]

HOTELS AND ACCOMMODATION

DOUGLAS.—"Sydney House," 28, Buck's Rd.: T.B.B. 15/-, full board 16/6.—Noble. [7529]

T.T. and scooter week, late dinner, bed, breakfast, garage; £5/15/6.—Elsinore, Victoria Rd., Douglas. [7481]

HUNTERS INN, Torrington, N. Devon. Tel. 2327. Ideal touring, garage, full lic., h. & c. b. b. 12/6-14/6. [7453]

DOUGLAS.—"Sunnydale," Stanley View, Broadway. Tel. 2511. Garage, full board from 16/6. Personal supervision. [7065]

DOUGLAS.—Mitre Hotel, Central Prom. (Tel. 2196.) Fully licensed (guests), every comfort, excellent cuisine.—Write booklet, J. E. Carine. [7254]

DOUGLAS.—"Loch Hotel," Loch Promenade. Tel. 562, 130 guests, licensed, interior spring beds, from 20/-, free garage, brochure.—Ramsay. [7395]

DOUGLAS.—"Bayridge," Walpole Ave., Loch Prom. (licensed), h. & c. board June, Sept. 17/6. Tel. 1163. Creek. [7410]

DOUGLAS.—8, Stanley Terrace, Broadway; full board 15/6; packed lunch race days; motor cycle accom.—Quilliam, Tel. 573. [7506]

DOUGLAS.—"Shaftesbury," Broadway, close to grandstand; h. & c. brd. rec. 20/-, t.b.b. 16/6. Tel. 1176. Lewin. [7507]

DOUGLAS.—"Silverburn," Kingswood Grove, H. & C. throughout, spring interiors, homey; H. & C. evening meal, 15/6.-Tate. [7511]

MOTORcyclists invited. Dinner (5 p.m.), bed, breakfast 13/6, h. & c. highly recommended—Cavendish, 27, Burnside Terrace, Douglas. Tel. 938. [7447]

DOUGLAS.—"Rothesay" (licensed), Loch prom. (Tel. 274), 40 bedrooms, h. & c. and interior springs, TV lounge, from 20/-.—Brochure, H. Stanley. [7071]

DOUGLAS.—"Kenilworth," Central Prom. (Tel. 17071). Centrally situated. Special facilities during T.T. Week. Parking at rear (Cul-de-sac). Write Mr. & Mrs. Rigby. [7183]

DOUGLAS.—Daytona Private Hotel, Central Prom. licensed, h. & c. all bedrooms, moderate terms, private garage; write for illustrated booklet.—G. Stanley. [7149]

HOWSTRAKE Holiday Camp, near Douglas, terms from £6.9/6 week, four meals a day; comfortable accommodation; free garaging of motor cycles.—Write for Brochure to F. Adams. [7240]

DOUGLAS.—18, Derby Rd., Broadway; vacancies Scooter and M.G.P. weeks; all amenities including free garage, reduced terms for parties.—Corlett. Tel. 2361. [7394]

MRS. E. M. HORROX, "Lancashire House," 2, Drury Terr., Douglas. Full board 17/-, June, September; b.b. 14/6; h. & c., Dunlopillo mattresses; personal supervision; motor cycle accommodation.—Tel. 706. [7354]

IGNITION AND LIGHTING

PRIDE & CLARKE.—Lucas, Miller, Wico and Villiers ignition spares and repairs, quotations by return, send for list.

158 STOCKWELL ROAD, LONDON, SW.9. Phone: BRI. 6251. Grams: PRICLARKE, LONDON. Hours of Business: 9 a.m. to 6 p.m. Wednesdays 1 p.m.

158 Stockwell Rd., S.W.9. Brixton 6251. [M1098/R]

SOFT "THE BLACK FLASH" SHINY REAL CHROME LEATHER JACKET

A smart fashionable garment tailored by craftsmen, in finest quality chrome hide. Fitted with large REAL SHEEPSKIN COLLAR, white trimmings and zip pockets as illustrated. FOR MEN: in black, with camel fleece lining. For the first time, owing to sensational BULK PURCHASE, offered at a PRICE YOU CAN AFFORD. £6.15.0 P. & P. 3/-.



AT CRAZY LOW PRICE
New release of Brand New Ex-W.D.

D. R. COATS

In heavy waterproof super hard-wearing double texture twill to twill material with leg straps and original bottom and side studs, as illustrated. Not new but in excellent condition. 39/6 P. & P. 4/-.



UNBEATABLE BARGAIN!! ROYAL NAVY 2-PIECE WATERPROOF SUITS

An ideal garment for Flying, Scooter or Motor Bike. Made in blue/grey Ventile Cloth (the waterproof cloth that breathes) of the highest specification, fully self-lined, with zip and flap, four spacious stud pockets and zip-in hood. Will wear for years and years. Worth £20. Not new but in Series. 59/11



Grade I condition. P. & P. 3/6.

U.S.A. ANARAKS

In Olive Green and Fawn super quality waterproof gabardine. Brand 32/6 Grade I 22/6 P. & P. 2/3.



U.S.A. ANARAK TROUSERS

of similar material. Not new but in excellent condition. 11/6 P. & P. 1/-.

AT FRACTION OF COST
RELEASE OF EX-WREN OFFICERS' SAFARI CAMP-BEDS

Full size, detachable and folding into small space, as illustrated. Not new, but in excellent condition. P. & P. 2/6. 35/-



JUST RELEASED

A small consignment Genuine U.S.A. Feather and Down

SLEEPING BAGS

Not new, but in excellent condition. Brand new 59/11. 45/- P. & P. 2/3.



HALF-PRICE OFFER !!!

Release of Ex-W.D. BRAND NEW SUBMARINE TROUSERS

In the famous waxproofed dark Olive Green waterproof cloth, reinforced at seat and knees, fully lined. Well known to all Trial Motorcyclists. P. & P. 2/9. 59/11



Cash, Cheque or P.O. with Order. C.O.D. 1/- extra. Satisfaction or money refunded.

NORTHERN MAIL ORDER CO.

(Dept. C.M. 337) 152 LEITH WALK, EDINBURGH, 6

17 APRIL 1958

(Supplement xxix) 61

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

WORLD'S LARGEST SPARES STOCKISTS



THIS WEEK'S SPECIAL OFFERS

NEW FERRIDAX FILLION SEAT. Raised back. Usually 22.5. Our Price 19.8. Post & Packing 2/-.

BLACK ENAMELLED TOOL BOXES. Three-point fixing. Usually 12.6. Our Price 5.9. Post & Packing 2/-.

FERRIDAX P.V.C. GREY with Horn Button. Usually 7.1. Our Price 4.9. Post & Packing 1/-.

NEW CHROMIUM PLATED MOTORCYCLE PUMPS. Usual price 5/6. Our Price 3/6. Post & Packing 1/-.

**TRADE SUPPLIED**

895-921 FULHAM RD. LONDON S.W.6
RENNOWN 6174 (20 lines)
8-30-6 daily. Thurs. 1 p.m.

THE MOTOR CYCLE

PARTS AND ACCESSORIES

WHITBYS.

WHITBYS OF ACTON Ltd.—Let us know your requirements, every enquiry dealt with by return: large stocks held for B.S.A., Ariel, Triumph, Norton, Royal Enfield, Matchless, A.J.S., Sunbeam, Villiers, Burman, Wellworthy, Hoffman, Skefco, Feridax, Amal, Lucas, Renold, Lodge, K.L.G., Terry, etc.—263, Acton Vale, London, W.3. She. 6795. (M1128/R)

GOODALLS

GOODALLS OF EPSOM.—Spares and accessories for all popular makes of motor cycles, tyres, clothing, insurance, etc.

HOURS 8.30 to 6.30 p.m.

55, South St., Epsom.

(M1051/R)

H. KNOWLES, M.C. spares.

JUST post that worn or broken part to us and let us match same and return per c.o.d. Don't let the age worry you; we cater for old-timers. Thousands of gear box spares. Old type S-Archer, Albion, Burman, B.S.A., etc. Dismantling daily. The Sprocket King of the Midlands. All makes and years of engine, gear box, front and rear wheel sprockets. Please send parts.

H. KNOWLES, M.C. Spares, 196, Alfreton Rd., Nottingham. Tel. 7759. Open Sunday mornings.

GIFFS OF SOUTH HARROW for spares, repairs, accessories, etc., everything for the motor cyclist—365, Northolt Rd., South Harrow. Byron 2602. (M1053/R)

A.RIEL, Enfield. Francis-Barnett, Triumph, Villiers, Albion, Amal, Burman, Lucas, Miller: pistons and rings all makes from stock by return post; c.o.d. or guaranteed.

MARDSENS, The Leading Spares Stockists of the North. Hyde Park Corner, Leeds, 6. Tel. 51615. (M1023/R)

PUTNEY AUTOS, Ltd.—Full range accessories and spares to all leading makes of machines. Amal and Burman spares, silencers, handlebars, lamps, mirrors, crashbars, etc.—263, Putney Bridge Rd., Putney S.W.15. Tel. Putney 6887. (M1138/R)

CLAUDE RYE, Ltd.—Largest stock of spare parts and accessories in the world; whatever you require, save time and money by sending to us first: it's 100 to 1 we have it in stock; anything from a nut to an engine, send s.a.e. for quote.—895-921, Fulham Rd., S.W.6. Renown 6174. (M1105/R)

NEW ex W.D. Norton spares, front mudguards 4.11, gearbox shell 59/6, petrol tanks 30/-, exhaust pipes 10/6, chrome 22/10, K.S. cranks 14/11, pawls 3/6, F.G. levers 5/6, fork girders 27/6, cyl. barrels 42/6, S.G. bottom 12/6, dynamo 45/-, magdyno bottoms 32/6, h.lamps 39/6, carriage extra, large stock frames, forks, wheels, etc., write, call, Tel. Kidson, 2, Salem Place, Leeds, 10. Tel. 22452. (M1072/R)

SECOND hand bargains! Engines: Norton 1932, 1949, £13.10; Norton 16H, £7.19/6; P. & M. 350cc 1948, £2.10; Triumph 1949 5T, £18/10; gearboxes: Douglas Mk. V, £6.10; Norton Dominator, less clutch, £12/19.6; Triumph 1946, £12.6; Triumph telefords, £11/10; carb., 21/- to 30/-; exchange units from: dynamos, 45/-, magdyno bottoms 42/6; A.V.C., 22/-, also oil filters, tools, boxes, 5/-; carburettors, carburetor, tank, wheels, engine and gearbox parts; for quote, call, write, Tel 22452.—Kidson, 2, Salem Place, Leeds, 10. (M1072/R)

PISTON RINGS, ETC.

BROOKLANDS ENG., Portsmouth Rd., Cobham, Surrey 3003.—Martlett pistons and K.E. 965 hand-forged valves to pattern or sketch.

CLAUDE RYE, Ltd.—1939-1949 motor cycle pistons at below cost price, 1939 up also available; over 50,000 in stock; send s.a.e., quote stating full particulars; order dispatched same day, maximum discount to trade.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (M1105/R)

REAR SUSPENSION

ERIC KENNARD & Co., official Girling distributors, new legs and spares, c.o.d. service, trade and retail.—19, Station Rd., N.3. Finchley 3589. (0380/R)

GIRLING officially appointed distributors: huge stocks of legs and spares; c.o.d.; trade and retail.—Gus Kuhn Motors, Clapham Rd., London, S.W.9. Bril. 5604 & 9435. (M1028/R)

REPAIRS

BRACKPOOL'S for all repairs by skilled mechanics, established 35 years—223, Stansted Rd., Forest Hill, S.E.23. Tel. 2858.

L.E. Velocette specialist, repairs and spares, extensive works experience; free collection and delivery.—L. Leach, 120, Heath Rd., Twickenham. Pop. 4833.

ERIC KENNARD & Co., for repairs to all makes, stove, enamelling, frame, forks, chassis, all types, rebored, etc.—19, Station Rd., N.3. Finchley 3589. (0392/R)

ELEANOR MOTORS, Ltd.—Repairs, all makes. Lambretta specialists, etc; accident estimates and repairs.—36, Chatham Place, Hackney, E.9. Amherst 3923. (M248)

TRIUMPH repairs by Harvey's ensures a first-class job; accident work collected, estimated and repaired in half the time.—Harvey's, 47, South Lambeth Rd., S.W.8. Tel. 6661. (M1124/R)

WHEELS repaired, rebuilt, chrome rims and rustless spokes fitted, trade enquiries welcomed.—J. L. Hargreaves Ltd. (incorporating Stevens & Co.), 109, London Rd., Manchester, 1. Ard. 1006. (M1124/R)

CLAUDE RYE LTD

THE MOTOR CYCLE PEOPLE

CLOTHING BARGAINS



NEW IMPROVED MARK VIII FLYING COGGLES

Clear, wide vision safety lenses, soft leather facepieces.

Boxed 25/-

Post & Pkg. 13 pair

P. & P. 6d.

INSURANCE with

every pair.



NEW WHITE SILK INNER GLOVES

Pair

P. & P. 6d.

5.6



NEW GAUNTLET GLOVES AT GREATLY REDUCED PRICES

Chrome Leather Gauntlets, pair 17.6. Sheepskin and Mitts, pair 22.6. Leather Gauntlets, pair 17.6. Leather Gauntlet Gloves, lambwool lined, pair 35.6. 45.6. Post & Pkg. 2/-



NEW WATER-PROOF OVER-TROUSERS

Made from rubberised India material with elastic waist.

12.6

Post & Pkg. 1.9.

as above double texture material.

P. & P. 1.2.

21.-



NEW JEPCO FACE SCREENS

Gives full protection to eyes and face.

7.6

Price

Post & Pkg. 1.2.



PRICE SLASHED NEW CANADIAN TOP BOOTS

Supple chrome leather

legs, double reinforced stitching throughout,

solid rubber toed, closed sole, flexible,

comfortable. Fine 4

protection in all weather.

thera. Sizes 7-13.

Worth 65/-

NOW ONLY 27.6

P. & P. 3.3.



BRAND NEW SAFETY HELMETS

CENTURION 52.6

SLAZENGER 79.6

Type A

EVEREAK 55.6

STANDARD 55.6

CROMWELL 55.6

KNOLL 55.6

AVARIAT 59.6

CORKER 65.6

SEULGARDE 65.6

EVEREAK CORK 63.6

CORKER FLASH 45.6

LICETT 60.6

Post & Pkg. 2.3.

NEW STANDARD B.S.I. APPROVED 26.6

26.6

Post & Pkg. 3.3.

Write for Naval Boot Leaflet.

35.6

Our

Post & Pkg. 3.3.

Write for Naval Boot Leaflet.

24.6

Post & Pkg. 2.3.

With envelope for screen.

29.6

Post & Pkg. 2.3.

New Plastic Shaped Motor Cycle Covers.

With envelope for screen.

37.6

Post & Pkg. 2.3.

New Men's RYTEX Embroidered Suits, List

price C28.

Our Price 57.6

P. & P. 3.3.

New Ladies' RYTEX

Suits, Brown, F.N.C.

List price £44/-

Our Price 65/-

8-30-6 daily. Thurs. 1 p.m.

WISTONIA LTD

The New WISTONIA
"TRAVELMASTER"
Solid Panniers for Scooters
and Motor Cycles

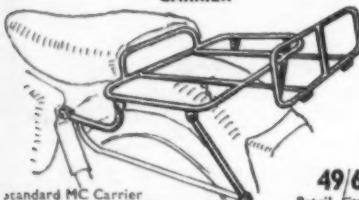


Retail Price PANNIER BOXES only

£7-10-0 Pannier Frames extra

Will carry all your luggage, or will take 2 helmets in one Pannier Box which you can lock safely away. Colours for all machines. Very light and strong. Insist on seeing at your dealers before buying your Panniers.

THE WISTONIA MOTOR CYCLE LUGGAGE CARRIER



standard MC Carrier
with Fittings 29/6 retail.
The cheapest and strongest on the market.

WISTONIA LTD., SQUIRES GATE AIRPORT, BLACKPOOL
Tel: 44048

FRED FEARNLEY LTD

LONDON
742 LEA BRIDGE ROAD, LEYTON, E.17
MANCHESTER
692/4 ASHTON OLD ROAD, OPENSHAW, 11



MOTOR CYCLE INSURANCE Policies for 2, 3, 4, 6 or 12 months

Immediate Cover from branches at: Birmingham, Blackpool, Bristol, Canterbury, Cardiff, Coventry, Croydon, Derby, Hull, Kingston-on-Thames, Leatherhead, Leeds, Leicester, Liverpool, Manchester, Newcastle, Nottingham, Plymouth, Portsmouth, Romford, Southampton, Swanses, Watford, Wolverhampton.

INVINCIBLE POLICIES LTD.,
1 Whittington Ave, London, E.C.3. MAN 404 N° 2901

REPAIRS

FORKS completely serviced, crashed and bent forks rebuilt, frames retreaded, all makes wheel repairs, tank repairs.—Est'd. 1907. Percival Bros. & Webb Ltd., 183-4, Castell Rd., Birmingham, 9. [M1097]

NAYLOR & ROOT for all motor cycle, scooter and 3-wheeler repairs, overhauls, accident work, repairing, servicing, free collection, repaired, prompt service by fully skilled mechanics; write or phone—Tooting High St., S.W.17. Balham 1061-2. [M1089]

GODFREYS, Ltd., have extensive works capable of taking on any size of repair at the following depots: 1a, Highgate Rd., Kentish Town, N.W.5. Tel: Gul. 7761; 226-234, London Rd., Croydon. Cro. 3641-2, and 416, Romford Rd., Forest Gate, E.7. Gra. 1234-5. [M1052/R]

A. E. OLIVER, late chief frame builder to Brough Superior motor cycles, all makes, frames, fork, wheel and chassis repairs; tel: for parts and crash work a specialty. 35 years' experience trade enquiries invited—43-45, Alfreton Rd., Nottingham. Tel: 72069. [0601/R]

J. A. LOCK of EDMONTON for your insurance repairs; carriages arranged and estimate issued same day, minimum delay in completion; specialists in telefork repairs; our large workshop open for inspection.—J. A. Lock, Ltd., 68, Fore St., Edmonton, N.W.18. Tel: Edmonton 5269. [M1197/R]

SILENCERS AND EXHAUST PIPES

BLAIS of TWICKENHAM, Ltd., for exhaust pipes and motor cycle spares.—192, Heath Rd., Twickenham. [0268/R]

EXHAUST Pipes in best chrome, made to pattern, from 30/-—Technical Tubes, Ltd., Longham, Dorset. [7196]

CLAUDE RYE, Ltd., silencers and exhaust pipes; largest stock in England; write for list or quotation if required; trade supplied.—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

SPEEDOMETERS

CLAUDE RYE, Ltd.—All types of speedometers and accessories in stock; exchanges; send s.a.e. for quote—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

"**SMITH**" Chronometric type, repaired 33/-, ex-change unit 39/6, flexible drives for all makes stocked, trade and retail.—Auto Tempo Meter Co., 140-2, Kings Cross Rd., London, W.C.1. Terminus 0633. [0231/R]

TANKS, ETC.

PERCE RYE—Petrol tanks; tanks repaired and resprayed.—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

CLAUDE RYE, Ltd.—Your tank resprayed maker's colours, s.a.e. for quote—895-921, Fulham Rd., S.W.6. Renown 6174. [M1105/R]

MALCOLMS, tank specialists: £2/10 stove enamelling and lining, originally guaranteed; all tank reconditioning: 1,000 service tanks.—Malcolm's (Enamellers), Monmore Green, Wolverhampton. [0175/R]

PETROL tanks, repairs, dents removed, chromium plating, enamelling and lining to original finish; 500 reconditioned pressure-tested tanks in stock for immediate delivery for most post-war models; tank leaking? Don't lay up the bike, we loan tanks to hard riders; transfers 2/3 pair, post free; write for free enamelling lists.—**JACK NICE**, 129, Grove Rd., Walthamstow, E.17. Coppermill 1920; close to Baker's Arms. [0575/R]

TECHNICAL TRAINING

A.M.I.M.I., City and Guilds, A.M.I.Mech. E., etc., on stock, no pass, no fee " terms, over 90% successes; for details, exams and courses in all branches of auto, aero, mechanical eng., etc., write for 144-page handbook free.—B.I.E.T. (Dept. T-23), 29, Wright's Lane, London, W.8. [0140/R]

TRANSFERS

CLAUDE RYE, Ltd.—Tank transfers, most makes in stock 2/6 pr. post 4d.; number plate transfers 2/6 set, post 4d. Under Jack 4x5in, 2/6 pr. post 4d.—fixing solution with instructions 1/6, post 4d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [M1105/R]

WATERPROOF COVERS

SHAPED solo covers, brand new—Government in 10oz green, rot. Water and tearproof cotton duck, fitted with red web reflector. Solo covers completely cover largest machine, price 25/- p. & p. 2/6.—H. C. Briggs 88, Forest Rd., London, E.17. Larkwood 2705. [0179/R]

MOTOR cycle covers, green canvas, complete with reinforced seams and roses, solo solo aft 2ft x 6ft 30/6, comb. 9ft x 9ft 49/-, with windscreens pocket 12/6 extra, post paid; 9ft x 6ft with pocket for scooters, 47/- each; shaped scooter covers, £4/10/6; please state make and model when ordering.—Henry Brady, The Waterproof Canvas Specialists, 265, Glossop Rd., Sheffield. [0464/R]

WHEELS, TYRES AND TUBES

We stock every size remould, post-worn tyres for car, lorry, tractor and motor cycle.

EASY payment terms available on new and remoulds; send us your requirements, we will quote you by post.

NO charge for fitting. Open 8.30 a.m.-6 p.m. week-
days 10 a.m.-1 p.m. Sundays (Tooting Depot only).

TOOTING TYRE SERVICE, Ltd., 648-656 & 660a, Garratt Lane, Tooting, S.W.17 and 27, Greenwich South St., S.E.10. Tel: Wimbledon 8711-2. Greenwich 5196. [0233/R]

T. C. MUNDAY & CO. LTD. THE SIDECAR SPECIALISTS

We have a good stock of Secondhand Side-cars, all complete and fitted FREE, Springer or Rigid (CALLERS ONLY)

A wonderful stock of New Sidecars including WATSONIAN, SWALLOW, CANTERBURY, GARRARD, WESSEX, STREAMLINE, RAVEN & BLACKNELL Exchanges. H.P. & Deposit.

An outfit with a "MUNDAY-FITTED SIDE-CAR" is a "JOY TO DRIVE"

9-6.30 daily. Closed Sundays

124 Dalberg Rd., Brixton, S.W.2

Phone: Brixton 5365

Junction of Effra Parade, Water Lane & Dulwich Rd.

COVER YOUR CYCLE

Protect it with a QUADRANT from MANUFACTURER of WATERPROOF cover



11/3 from MANUFACTURER of WHOLESALE PRICE, guaranteed complete protection from rust or deterioration. SAVES YOU MONEY

4 QUALITIES	A	B	C	D
• POLY VINYL CHLORIDE	10/-	12/-	14/-	16/-
• new INSULATING	80/-	97/-	104/-	120/-
• WATER PROOF	24/-	35/-	44/-	55/-
material as used in	Screen 12x10'	22x3	32	40
ATOMIK PLANTS,	Comb. 14x10'	27/6	50/-	70/-
etc. Durable and	Comb. 18x12'	41/6	58/-	78/-
WARM, KEEPS	Post & Packing 2/6 extra.			

COLD OUT.
Delivery by Return. MONEY BACK GUARANTEE.
QUADRANT SUPPLY CO. (Dept. 3), 31c Church Road, London, N.W.4. SUN 1388. Personal Shoppers Welcome.

PANKHURST OF HAMMERSMITH

For your *Velocette*

314 KING STREET, W.6

Phone: RIverside 1401

DANS OF SHEFFIELD

FUN-E-QUALEED AFTER SALES SERVICE

DAN BRADBURY (MOTOR CYCLES) LTD.

224-230 LONDON ROAD, SHEFFIELD 2 - Tel. 53464 AGENTS FOR ALL THE LEADING MAKES

FOR SERVICE & SATISFACTION

E. S.

LONGSTAFF LTD.

103 HIGH ROAD, SOUTH WOODFORD, E.18
and 63 NEW ROAD, EDMONTON, N.19.

BUDG 6369
EDM 6165

AMBASSADOR, 1955, 197 c.c., whitewall, direct

B.S.A., 1949, 190 c.c., recumbent engine, Bargin

B.S.A., 1952, 250 c.c. and 9-8r, saloon, extras

HEINKEL, 1957, 49 c.c. Immaculate, Bargain

LITTLE ART, 1956, 125 c.c. Many extras, Perfect

SUN, 1957, 98 c.c., 1/2 h.p., d.c. Spots

VESPA, 1956, 125 c.c., 1/2 h.p., perfect

VESPA, 1956, 125 c.c., other extras

VESPA, 1956, direct, perfect, good condition

WANTED!!! 11 350 or 500 Solo Machines for SPOT SALE

Write for list of other bargain machines

J. AUSTIN & SONS LTD.

139-153 HIGH ST., HARLESDEN, N.W.10.

EL 0257

LEDA Stores

SAFETY HELMETS



Everlast T.T.	75/-
Everlast	55/-
Cork Everlast	63/-
Stadium Cruiser	49/-
Stadium Vtg.	62/6
Everlast Ace	49/6
Blazengear "A"	79/6
Blazengear	59/6
Blazengear Defender	55/-
Blazengear Premer	55/-
P. & P. 1/8 each.	



GOGGLES Rain Goggles (as illus.) 3/-



FLYING JACKETS £5.12.6



A super high grade garment made from natural Grade Poly Vinyl Chloride. Supple tested. Lamb's Wool Fur Fabric Lined. All seamstress and double welded. Colours Black or Tan. Supplied in three sizes. Small 24/6in. Medium 38/40in. Chest. Large 42/44in. Chest. P.A.P. 2/9.

SEND NOW And be sure of yours for the Winter

Bisalif Ironhydrate
P.R.C. coat
Dress well 100%
waterproof. Made
from heavy weight
Plasticized fabric
laminated tested
for strength and
fencing. All seams
double-welded
after sewing. Fitted
with all usual Belstaff
devices. Fully washable.
Size 17/8. Dri-
tobal. 27/8. P. & P. 3/5.
lined.

MOOTER MITTS



— And there's Sure to be
something here YOU Need!
OVERTROUSERS, fawn, sin-
gle texture, 15/11. Black Rubber,
21/6. Fawn Double Texture,
30/-, Belstaff P.V.C. 52/6.
P. & P. 1/8 each. **OVERMITTS**,
6/6. P. & P. 10d. Solo Covers,
from 21/-, P. & P. 2/6. Com-
bination Covers, 47/6. P. & P.
2/6. Helmet Visors 12/11.
P. & P. 1/1. Scooter Covers
(Shaped); from 27/6. P. & P. 2/6.
Horn and Dipper Switch, 6/6.
Motor Cycle Stop and Tail
Light, 14/- Twin Stop Lighting
Set, 10/6. Mud Flap, 5/- and 6/-.
P. & P. on each 1/-. Windscreens,
from 45/- P. & P. 2/6.

**MONEY BACK IF
NOT SATISFIED**

ART INNER GLOVES 5/11 P. & P.
7d.



**POST or
CALL**

10 MORDEN COURT PARADE
CLOSE TO MORDEN STATION
55 BUS PASSES THE DOOR

MORDEN
SURREY
Mitcham 4466

22 CLIFFE HIGH STREET
(Lewes 1439)
POST ORDERS TO (MC) MORDEN, PLEASE

LEWES
SUSSEX

THE MOTOR CYCLE

WHEELS, TYRES AND TUBES

PRIDE & CLARKE—New and remould tyres; easy terms.—158, Stockwell Rd., S.W.19. Brixton 6251. [M1098/R]

PERCE RYE—Hundreds of S/H wheels. Open Sundays 10-1—495, Fulham Rd., S.W.6. Fulham 5643. [M1199/R]

WHEEL REPAIRS

WIRE wheels repaired and rebuilt, stove enamelled; chrome plate, etc.—West London Repair Co., Ltd., 59, High St., Wimbledon 6316-7. [0153/R]

LEANON MOTORS—Wire and pressed wheels rebuilt and retreaded, new rims, etc.; 24-hour service.—265, Manx St., Hackney, E.8. Ambrose 3991. Holloway Arcade (Nags Head), N.W. North 2137. [0247]

SITUATIONS VACANT

Mechanics wanted

SPECIAL opportunities for reliable fitter; urgent.—George Gross, Ltd., Ludgate Circus, E.C.4. [0177]

EXPERIENCED Counter Assistant required. Good knowledge of leading makes. Flat available for the right man. Write in first instance to O'Neill Bros., Ltd., 270-272, The Broadway, N.W.9.

VACANCY for Motor Cycle and Scooter Salesman, in S.W. London with old established firm with many agencies. Excellent prospects. Write for appointment in confidence to Box No. 5540. [M1138]

MOTOR cycle spares, accessories and clothing salesmen required immediately owing to rapid increase in our new stores department turnover; good salary, commission and conditions offered to experienced men. ALSO:—

MOTOR cycle workshop charge hand for responsible position; good salary and conditions to properly experienced man.

WHITE, phone or call: Depot Manager, Glanfield Lawrence (Highbury) Ltd., Reliant House, 28-32, Highbury Corner, N.5. Tel. North 2731. [M1191]

KILLED motor cycle mechanics urgently required; highest rates, good conditions.—Apply Manager, E. S. Longstaff, Ltd., 68, New Rd., Edmonton, N.9. Edmonton 6163. [M1079]

YOUNG experienced salesman required for well-known motor cycle and 3-wheeler specialists, West End area; also salesman mechanic for north London depot.—Tel. Euston 4632. [M1052]

MOTOR cycle spares counter assistant, first-class man required, good wages, superannuation.—Apply General Manager, Kays of Ealing, Ltd., 8-10, Bond St., Ealing, W.5. Tel. Eal. 2387. [M1075]

STOREKEEPER for spares department, N.W. London; must have full experience and good references; good permanent job for first-class man; write details of experience, wages, etc.—Box 5556. [M1099]

EXPERIENCED Counter Assistant required. Good knowledge of leading makes. Flat available for the right man. Write in first instance to O'Neill Bros., Ltd., 270-272, The Broadway, N.W.9. [M1177]

MOTOR cycle salesmen required for large South London distributors, sales experience not essential; a keen enthusiast and possess good knowledge of modern machines.—Apply, giving details of age and experience to Staff Manager, Box 5494. [T528]

ACCESSORY SPARES counter salesmen urgently required, must have exp. of all leading makes m/c and motor scooter spares; prospect of promotion to stores manager if suitable.—Staff age, experience, salary required. Managing Director, Badger Garages, Blandford, Dorset.

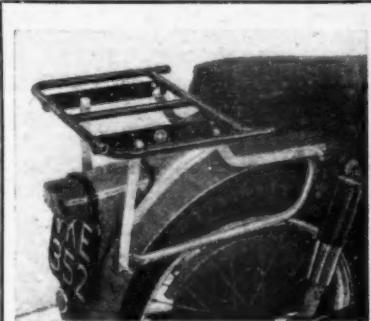
An opportunity occurs for a young man interested in motor racing to train as a racing mechanic; must have a first-class practical engineering training, preferably with Cooper/Norton experience, and be prepared to work long hours and travel with the car to all major meetings in England or abroad.—Reply in the first instance in writing to J. R. Lewis, Rodborough Crest, Rodborough, Stroud, Glos. [T7535]

SITUATIONS WANTED

DEMBOBBED in October, keen enthusiast, 25, good education, welcomes suggestions of prospective post in motor cycles, some workshop experience.—Box 5505. [T7525]

GLASS Fibre know-how 24-pg. illustrated booklet on using glass fibre for car, boat moulds construction, car building, etc., repairing rusted bodywork, etc., materials required and prices: 2/- post free.—Dept. 2, Bondglass, Ltd., 55 South End, Croydon, Surrey. [T7456]

"DEVELOPMENT OF THE GUIDED MISSILE." 2nd Ed. By Kenneth W. Gatling, F.R.A.S. Presents all the main information now available on the development of guided weapons in Britain, U.S.A., Germany, U.S.S.R. and elsewhere. Other chapters discuss guided missiles as instruments of research into the upper atmosphere and outer space and as vehicles of interplanetary travel. Includes short histories of over 150 powered missiles known to have been designed or constructed 15/- net from all booksellers. By post 16/2 from Iliffe & Sons Ltd., Dorset House, Stamford St., London S.E.1



WHATEVER THE LOAD WHATEVER THE MODEL

The Craven detachable carrier provides ample space for a hefty load. The precise, "Slip-on" fittings for 100 different models ensure easy attachment without fuss. Above all, the structure is utterly reliable under all conditions.

This is fine value at **44/-**

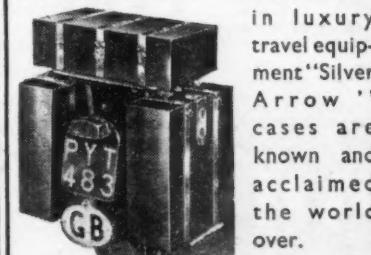
FOR THAT HEFTIER LOAD

Side frames can

be added at any time, and their durability has been proved on trans-global journeys. These too, are quickly detachable and do not impede maintenance or repair.

Price per pair, with fittings, **44/6**

AND FOR THAT LAST WORD



in luxury travel equipment "Silver Arrow" cases are known and acclaimed the world over.

Write or phone for a catalogue

CRAVEN EQUIPMENT

"EXCELLENCE THROUGH EXPERIENCE"

61 EDEN GROVE, LONDON, N.7

TEL. NORTH 5656-7

BOOKS

"UNDER The Cabin Lamp." A Yachtsman's Gossip, by Captain Tripp, C.B.E. A series of stories and memories told in the author's own way, will be appreciated. Illustrated by the author in colour and black and white sketches. An ideal gift for the enthusiast. 21/- net from all booksellers. By post 22/- from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

"MATERIAL Handling in Works Stores," Second edition, by L. J. Hoekstra. Show how the use of fork lift trucks and pallets in industrial stores can increase production, utilize floor space more effectively, help control of movement and reduce costs. Includes a description of a system actually operated in a modern factory. 18/- net from all booksellers. By post 19/- from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

"ARCHITECTURE as a Career: A Practical Handbook for Students," by Maurice E. Taylor, M.T.P.I., A.R.I.B.A., F.I.L.A., P.R.I.A.Scot., R.I.B.A. Dist.T.P., A.A.Dip. of Planning. Discusses the various methods of approach to the architectural profession, gives information about the various R.I.B.A. exams, and offers the intending architect much sound advice on every aspect of planning his career. 10/6 net from all booksellers, 11/- by post from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

ERECT THIS GARAGE IN YOUR GARDEN

and work in comfort
OUR TERMS ARE DESIGNED FOR THE WORKING MAN

JOINER MADE MONEY BACK GUARANTEE

9 sizes included. Scouter, Solo, Three-wheeler and Car Garages in all sizes and heights. Completely assembled. Free delivery 75 miles radius and plain.

Examples: 7 x 4 - £17/6d or £23/0/- down.

24 monthly payments at 14/6d.

8 x 6 - £24 or £4/16/- down.

24 monthly payments at 19/6d.

Car sizes from £25/0/- down. Terms basis as above.

ORDER NOW—Before the Spring rush.

TAYLOR & WILD Scott Street, ROCHDALE,
Mr. Manchester. Tel. 4556



BOOKS

"RAILIES and Trials" by S. C. H. Davis of "The Auto." Described in a colourful style the author's many adventures whilst driving in rallies and trials in all parts of Britain and Europe. The Monte Carlo Rally, the exciting Alpine Trials and many other spectacular events are recalled by the world renowned racing driver. 15/- net from all booksellers. 16/- by post from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

"DICTIONARY of Photography" 18th edition. Edited by L. M. Sowerby, B.A., M.Sc. F.R.P.S. This book has been established as a standard reference work for practising photographers, amateur and professionals alike, for over 60 years. During the time it has been revised at frequent intervals and brought up to date. The present enlarged edition has been almost entirely rewritten by Mr. L. M. Sowerby, editor of "Amateur Photographer." The articles on Colour Photography and Cinematography specially contributed by Peter W. Harris, M.R.P.S. and Modern Camera Manufacturers, and G. H. Bell, A.R.P.S., respectively, have also been rewritten in the light of recent developments. The Dictionary also gives up-to-date formulae for every process new and old. 21/- net from all booksellers. By post 22/- from The Publishing Dept., Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

Norton SPARES
ALL PARTS 1937 TO DATE
CASH OR C.O.D. BY RETURN

Barbour Suits
S.E. ENGLAND DISTRIBUTORS
Immediate despatch
£10-17 plus 3/3 postage & packing

Taylor Matterson
74/85, BEDFORD HILL,
BALHAM, S.W.12. BALham 4201-2

NEW TYRES

Sizes up to 3.25 x 19

5/-
DOWN
and 5/- weekly

Don't take risks.
Replace those worn tyres
NOW! New tyres are safer.
And a new tyre deserves a new tube. (1/- down
and weekly).

Please state second choice of make Dunlop, Firestone,
Goodyear. We send anywhere. For quick delivery just
send 5/- down, state size and type, give your age and
PRINT your name and address.

(We also sell ALL other sizes on easy terms. For
quickness write NOW enclosing a deposit.)

G. A. TYRES
(M3A), 42 GT. CAMBRIDGE ROAD, LONDON, N.17

better fit

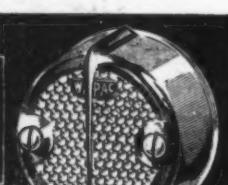
WIPAC

... it has

WIPACITY

The capacity for longer life,
exceptional performance
and the highest standard
of workmanship.

THE WIPAC GROUP • BLETCHLEY • ENGLAND



UNIVERSAL REARLAMP
with reflector
9/- and 11/6

MAIL BARGAINS LTD.
(Dept. 20H) 11 SOHO SQUARE, LONDON, W.1

Distributors and Main Agents for:—

ALBATROSS • ADLER • RUMI • MAIOOLETTA
PRIOR • TERRA • PARILLA • T.W.N. CONTESSA
PROGRAM • HEINKEL CABIN CRUISER

RENDEZVOUS SCOOTERS

13 GILLYGATE

Tel.: YORK 53923

By order of the Minister of Supply

E. R.

CENTRAL ORDNANCE DEPOT, BICESTER, OXON
Important Sale by Auction

by
MIDLAND MARTS LTD.

of

GOVERNMENT SURPLUS BRITISH & AMERICAN VEHICLE SPARES & TIRES; GENERAL STORE TOOLS, TOOL KITS, MACHINE TOOLS and VEHICLES & TRAILERS

Comprising:

427 Type OY BEDFORD 3-ton Tippers; 5 15-ton LOADING TRAILERS; Chevrolet Sedan, Station Wagons and Vans; 40 3-ton Vehicles; 280 10-ton Trailers; 19 2-ton Trailers; 21 1-ton Trailers; 14 15-ton Trailers and 156 Matchless Motor Cycles.

Vehicles Spares and Tyres for American and English Vehicles including 36 V8 Engines; Lloyd Carris Batteries; Headlamps; Humber Spares; Workshop Lamp; Morris, Humber & Austin Spares, etc.

420 Tyres 700X16; 22,000 American Tyres 900X20; 40 British Tyres 525X16; 270 Tyres 500X16 and other assorted Tyres and Wheels.

Lloyd Bogie Wheels; Bogie Wheel Tyres; Leaf Spring, etc., which will be sold in large and small lots to all buyers on

TUESDAY, WEDNESDAY & THURSDAY, APRIL 29th, 30th and May 1st, 1958 at 11 a.m. on each day.

VIEW DAYS: Thursday, Friday and Monday 28th, 29th and 30th April.

CATALOGUES, price 6d, to admit two to view and one on sale days from the Auctioneers, Dept. 8, Market Square, Bicester, Oxon. Tel. 75.

The Motor Cyclist's Workshop

(6th Edition)

This popular book by Torrens of "The Motor Cycle" describes the best methods for every kind of repair job. It explains the correct use of tools and the methods of working which save time and trouble. No motor cyclist's kit is complete without a copy. 7½" x 5". 165p. Illustrated. 5s. net. By post 5s. 6d.

Published for "The Motor Cycle"

From booksellers or from Iliffe & Sons Ltd.

Dorset House, Stamford Street, London, S.E.1

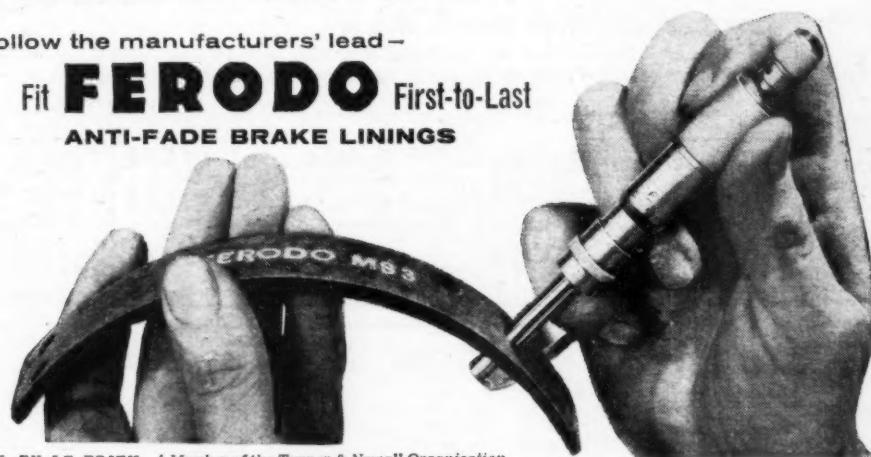
Precision clinches their decision

Most leading motor cycle manufacturers choose Ferodo Brake Linings for these important reasons:

- * Ferodo's technical experts evolve, by research and practical road tests, the correct friction material for any particular motor cycle.
- * Complete dimensional accuracy and stability.
- * Ferodo Anti-Fade Brake Linings last a long, long time—even under the most punishing conditions. This has been proved by T.T. winners and trials riders.
- * Water-recovery tests show a speedy return to normal braking efficiency.

so follow the manufacturers' lead—

**Fit FERODO First-to-Last
ANTI-FADE BRAKE LININGS**



FERODO LIMITED . CHAPEL-EN-LE-FRITH A Member of the Turner & Newall Organisation

**REAL motoring-with
REAL economy**

£399.10.0
De Luxe model
also available.

**60 M.P.H.
75 M.P.G.**

the incredible unicar

Giving big car comfort with small car economy, the Unicar presents the greatest value of any small car. Within its fibre glass body is room for 2 adults and 2 children plus luggage. Powered by the famous 328 c.c. Talisman Twin.

SEND NOW

For illustrated folder
and name of nearest
distributor

To: S. E. OPPERMANN LTD.,
BOREHAM WOOD, HERTS.

Please send me FREE details of the UNICAR

Name _____

Address _____

MCS

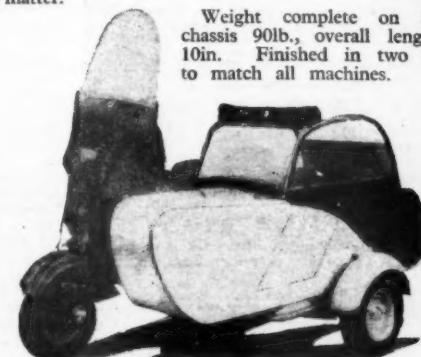
The Surrey Rambler for your Scooter

or motorcycle up to 250 c.c.

This is the latest Surrey model incorporating up-to-date styling, and it is suitable for all Scooters. It will accommodate an average adult passenger in comfort and is designed to offer complete weather protection.

Fully sprung cushions and hinged squab to luggage boot. The hinged top and large door make entry to the sidecar a simple matter.

Weight complete on Scooter chassis 90lb., overall length 5ft. 10in. Finished in two colours to match all machines.



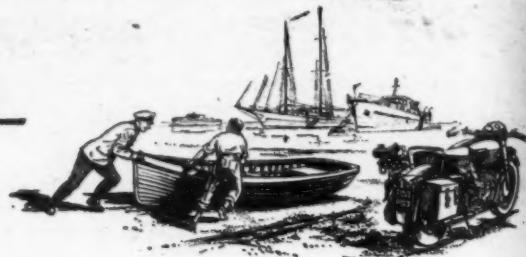
£53-10-0 P.T. £13-4-10

Suitable for motorcycles up to 250 c.c.

Catalogue with pleasure from:
SURREY SIDECARS LIMITED
STATION APPROACH ROAD, COULSDON,
SURREY Tel. UPLANDS 8752

*Endless
Fun*

BRITISH SEAGULL
"The best Outboard Motor for the World"



THE BRITISH SEAGULL COMPANY LIMITED, FLEETS BRIDGE, POOLE, DORSET. TEL: POOLE 1651

HIRE PURCHASE FINANCE

or PRIVATE TRANSACTIONS. Existing Accounts settled. Also finance to ESTABLISHED DEALERS. Attractive Terms. Prompt Settlements.

LEGAL FINANCE CO. LTD.

3 Marlborough Place, Brighton. Tel. 22115

NEW Continental TYRES

Original equipment on B.M.W., N.S.U. etc.
ALL TYPES AND SIZES FOR MOTOR CYCLES
Standard — Sports — Cross country.
Also for Scooters, Mopeds, Minicars.
Send for FREE descriptive booklet and price list.
TRADE SUPPLIED

Official distributor: **CONTINENTAL TYRE SALES,**
2, Chester Close, Chester St, London, S.W.1
SLOane 8943

RON McKENZIE

Motorcycles, Scooters,
3-Wheelers & Cars
SERVICE · SPARES
ACCESORIES

Closed 8 p.m. Wednesdays, 6 p.m. Thurs., 5 p.m. Fridays,
961, Chester Road, Stratford,
Manchester. Tel. LONGFORD 2100



INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE
Ariel Motors, Ltd.	16	G. A. Tyres	64	Pankhurst of Hammersmith	62
Armadrake, Ltd.	5	Glanfield Lawrence, Ltd.	29 & 47	Pass & Joyce, Ltd. (Isetta)	30
Austin, J., & Sons, Ltd.	62	Godfrey's, Ltd.	8 & 29	Phillips Cycles, Ltd.	15
Barnes, Geo. N.	14	Grose, George, Ltd.	54	Pindisports	2
Barton Motors	9	Grose, James, Ltd.	1	Pinks of Harrow	51
Beauchamp Motors	8	H. & L. Motors, Ltd.	46	Pitcher's Garages, Ltd.	8
Belco	31	Headquarter & General Supplies,	2 & 60	Pneumatic Tent Co., Ltd.	3
Belstaff Mfg. Co., Ltd., The	3	Ltd.	60	Pride & Clarke, Ltd. 3, 33, 34, 35, 36, 37, 56	57, 58 & 59
Blacknell Motors, Ltd.	9	Hirst, J. K.	9	Putney Autos, Ltd.	54
Bosch, Ltd.	12	Holloway, R. U., & Son	60	Quadrant Supply Co.	62
Bradbury, Dan (Motor Cycles), Ltd.	62	Humming Bird Motor Cycles	60	Read, Percy	9
British Seagull Engine Co., Ltd., The	66	Invincible Policies, Ltd.	62	Rendezvous Scooters	64
Brown, G. D.	8	Isle of Man Publicity Board	10	Roper, F. B., Ltd.	8
Bryant, Joseph, Ltd.	2	Jefferies, Allan	54	Ross Cycles & Autos, Ltd.	9
B.S.A. Motor Cycles, Ltd.	17	Jempson's, Ltd.	8	Ross Motors, Ltd.	8
Camden Motor Cycles	51	Jordans of Hull	53	Ryc, Claude, Ltd.	Cover iii, 49 & 61
Camping Supplement	2, 3, & 4	Kayay Company (B'ham), Ltd., The	12	Shell & B.P., Ltd.	27
Cartors	2	King's Motors (Oxford), Ltd.	24 & 25	Shire, Stanley	9
Chloride Batteries, Ltd.	Cover ii	Lambretta Concessionaires, Ltd.	20	Slocombe of Neasden	32
Clarke, George, Motors, Ltd.	38, 40 & 42	Langdon, J., & Sons, Ltd.	2	Stadium, Ltd.	15
Coles, Tom	9	Leda Surplus Stores	63	Steiner, I. & M. (1950), Ltd.	60
Collins, W. H., & Son	8	Legal Finance Co., Ltd.	66	Stone, T. E.	8
Comerfords, Ltd.	41	Lewis, Bruce, Ltd.	8	Stratford Auto Components, Ltd.	14
Condrup, Ltd.	4	Lewis, D., Ltd.	11	Sun Motor Cycles	14
Continental Tyre Sales	66	Lodge Plugs, Ltd.	31	Surrey Sidecars, Ltd.	65
Conway Motors, Ltd.	53	Lomas, Bill (Motor Cycles), Ltd.	8	Suswin, P. & L., Ltd. (Mascot)	12
Cowie, T., Ltd.	9 & 52	Longstaff, E. S., Ltd.	62	Taylor & Wild	61
Craven Equipment	63	Loxhams Garages, Ltd.	55	Taylor Matterson, Ltd.	55 & 64
Currahs Garage	8	Lucas, Joseph, Ltd.	Cover iv	Terry, H., & Sons, Ltd.	6
D. & B. Motors	9	Mail Bargains	64	Tour-Master Camping Equipment	4
Danielli, H. L.	54	Marble Arch Motor Supplies, Ltd.	2 & 30	Triumph Eng. Co., Ltd.	Cover i
Day, J. (Chelmsford), Ltd.	8	Metal & Plastic Compacts, Ltd.	10	Two Strokes, Ltd.	52
Douglas (Sales and Service), Ltd.	7	Midland Marts, Ltd.	64	Veloce, Ltd.	18
Eden, R. & Co., Ltd.	13	Mobil Oil Co., Ltd.	22	Vespa Dealers	8 & 9
Elite Motors (Tooting), Ltd.	44 & 45	Moto Baldet	9	Wakefield, C. C., & Co., Ltd.	23
E.S. Motors, Ltd.	8 & 52	Motor Imports Co., Ltd.	10	Waters	9
Esso Petroleum Co., Ltd.	23	Munday, T. C. & Co., Ltd.	62	Way, Raymond, Motors, Ltd.	50
Fearnley, Fred, Ltd.	62	Naylor & Root, Ltd.	43	Wests (Lincoln), Ltd.	8
Ferodo, Ltd.	65	Northern Mail Order Co.	14	Whalley, Jim, Ltd.	8
Francis & Barnett, Ltd.	19	Norton Motors, Ltd.	21	Whitbys of Acton, Ltd.	39
G. & B. Scooters	8	N.S.U. (Great Britain), Ltd.	26	Wico-Pacy Sales Corporation	12 & 64
G. & S. Motors (Hindhead), Ltd.	60	Opperman, S. E., Ltd.	65	Wistonic, Ltd.	62
		Ordnance Survey	14	Withers of West Norwood, Ltd.	8
		Owen Bros.	48		

Printed in Great Britain for the Publishers, ILIFFE & SONS LTD., DUNLOP HOUSE, STAMFORD STREET, LONDON, S.E.1, by CORNWALL PRESS LTD., PARIS GARDEN, LONDON, S.E.1. The Motor Cycle can be obtained abroad from the following: AUSTRALIA and NEW ZEALAND: Gordon & Gotch, Ltd. EDINBURGH: A. H. Wheeler & Co. CANADA: THE Wm. Dawson Subscription Service, LTD. GORDON & GOTCH LTD. SOUTH AFRICA: CENTRAL NEWS AGENCY, LTD.; WM. DAWSON & SONS (S.A.), LTD. UNITED STATES: EASTON NEWS CO., 300 WEST 11TH STREET, NEW YORK 14.

17 APRIL 1953



MOTORCYCLING ESSENTIALS



WFT576
FOGLAMP
(back fixing)
75/-



PULSE/10
BATTERY
(uncharged)
38/6



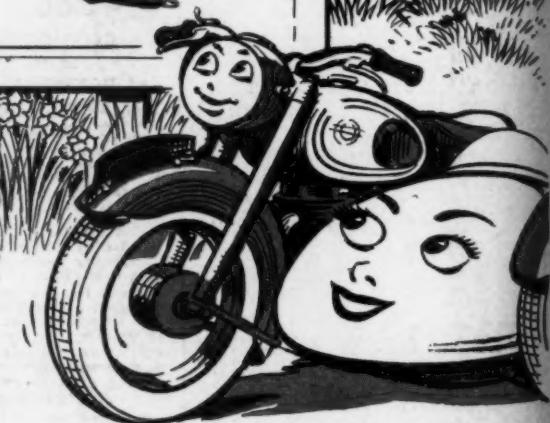
HF1748
HORN
55/-



MAS
COIL
31/6



SC7E
BATTERY
(uncharged)
78/6



Surprising how you and your motorcycle get that spring feeling when one or two new essential accessories are fitted. They not only enhance the machine's appearance, but increase its efficiency. The Lucas range of equipment is wide and varied; the quality outstanding. See them at your local dealers, or write for illustrated literature.

**GIVE YOUR MOTORCYCLE
THAT SPRING FEELING!**

JOSEPH LUCAS LTD · BIRMINGHAM 19

L 1958



G!